

# ALL HANDS

SEPTEMBER 1983



in this issue

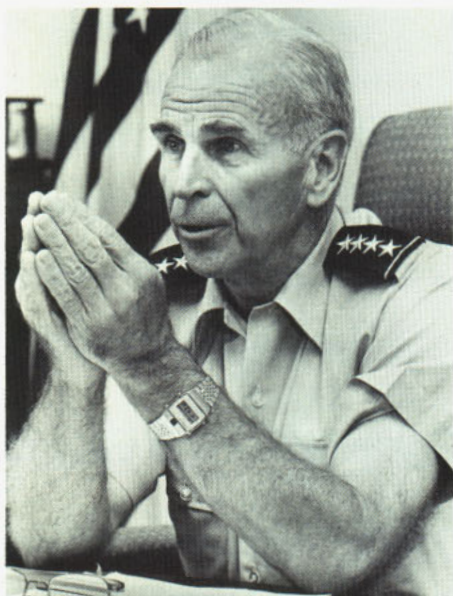
- Interview with General Vessey
- Guantanamo Supports the Fleet



*USS America (CV 66) shows off its air power during a recent 176-day deployment to the Mediterranean and Indian oceans. Flying above the Norfolk-based carrier are aircraft of fighter squadrons 33 and 102 (F-14 squadrons out of NAS Oceana); Attack Squadron 34, also from Oceana, flying A-6s; attack squadrons 46 and 72, flying A-7Es, from Cecil Field, Fla.; and Anti-submarine Squadron 32, also from Cecil Field, flying S-3s. Photo by PH1 Robert Semon, USS America, taken while he was aboard USS Dale (CG 19).*







Page 2



Page 16



Page 40

# ALL HANDS

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Chief of Naval Operations: ADM James D. Watkins  
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## 2 VESSEY: SPOKESMAN FOR THE MILITARY

A man who understands problems at all levels

## 10 TOUGH BUT FAIR

Navy's urinalysis testing program proves effective

## 14 GETTING TO THE POINT

Lt. Col. Murawski speaks out for plain English

## 16 NAS LEMOORE ASSISTS COALINGA DISASTER VICTIMS

Navy people waste no time rushing to the rescue

## 20 BIG MISSION IN THE CARIBBEAN

Guantanamo naval base stands guard

## 32 RESEARCH SAVES LIVES IN COMBAT

NMRI—health and safety are primary concerns

## 40 HARPOON GOES WITH THE FLEET

Men and weapon team up as potent anti-ship force

## 46 THE NAVY REMEMBERS

September historical events highlighted

### Departments

34 Bearings

44 Currents

48 Mail Buoy/Reunions

### Covers

Front: HTC Jerry Edwards, HTCS Alan Duffy and HTC Richard Thomas (l-r) of Naval Base Guantanamo Bay's Fleet Training Group wait pier side at dawn for the boat that will take them to the ship they will ride that day.

Back: Staff Sgt. George Castro, ironically, is assigned to the Marine Barracks Ground Defense Force at Naval Base Guantanamo Bay. Cover photos by JO1 Gary Hopkins.

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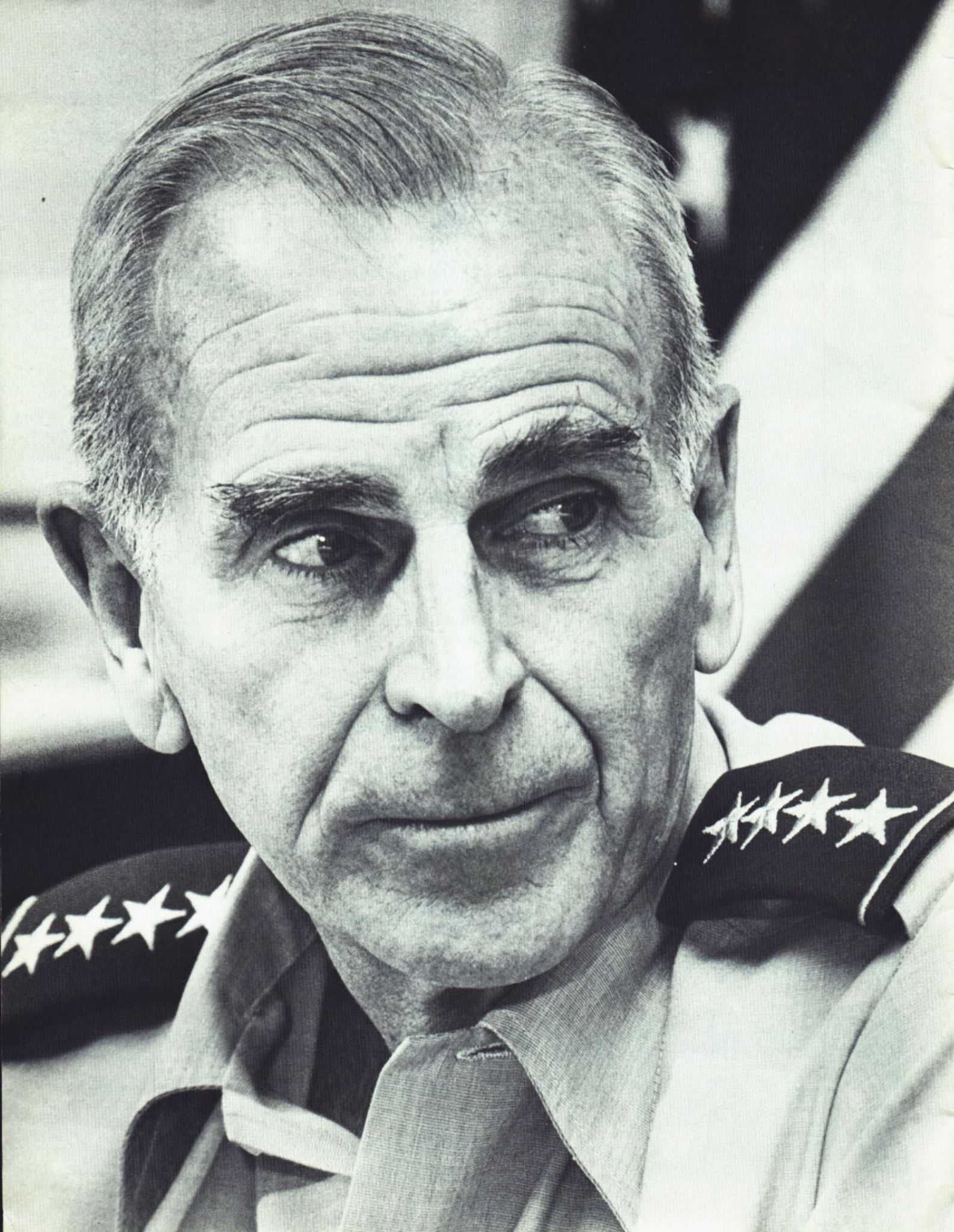
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# Vessey: Spokesman for the Military

General John W. Vessey Jr. sits back and cups his chin in one hand as he mulls over the question.

"What are the most outstanding memories of the past 44 years?" he repeats it aloud.

The 10th chairman of the Joint Chiefs of Staff leans toward the four reporters. He clasps his hands on the table before him as if to form a gavel with which to emphasize his thoughts. His answer comes in even, somber tones.

"I think serving in difficult times with very, very good people," he said. "I get calls here from people who served with me when I was a private; people who served with me when I was a sergeant, lieutenant, captain, colonel and so forth.

"I think there's a satisfaction in knowing that I have people who still remember me as a good private. That gives me as much satisfaction as having someone who remembers serving with me as a general."

He continues talking about the past—about the idealistic 16-year-old who enlisted in the Minnesota National Guard 44 years ago. He speaks as if he were talking

about someone else. But he isn't. He talks about the toughest job he ever had and how it was the one job that gave him more personal responsibility than any other—serving as a first sergeant in Italy during World War II. He talks about gaining his battlefield commission and about his tours

in Vietnam. Frequently he mentions names of people with whom he served.

No matter what the topic or how difficult the question, each of General Vessey's answers evolves from the same base—an abiding respect and interest in people. A quote from an address he gave



*General John W. Vessey Jr., USA, 10th Chairman of the Joint Chiefs of Staff. (Photo by R.D. Ward) Right: General Vessey tours the engineering department of USS Independence (CV 62) and talks with MM1 Freddie Paige.*



# General Vessey

at a recruit graduation review at the Naval Training Center in Great Lakes, Ill., earlier this year gives his perception of the people in the armed forces today: "It doesn't make any difference what the color of the man's skin is that's next to you, what state he came from, what his religion is, what his ethnic background is, whether he was rich or poor. What counts is what's in his head, what's in his heart, and what he can do with his hands to help the team get its job done."

He adds that the millions of men and women serving in the armed forces today are "just top-notch." He talks with unbridled enthusiasm about those people and cites examples of why he believes our country's military is better than any other.

*Sgt. John W. Vessey Jr. in 1941. More than 40 years later, General Vessey visits Marines in Beirut and conducts an inspection of a recruit company at Great Lakes, Ill.*



"In my recent trips to units of the armed forces, I didn't see any sullen sailors, marines, airmen or soldiers, and that's the mark of great armed forces."

"People are out there doing difficult things," he continues. "But they're doing them willingly and with good spirit—whether you go to the Marines in Lebanon or to our fleet there that's been away from home for many months, or to Korea where you see soldiers and airmen on the DMZ doing difficult jobs very well."

Difficult jobs are nothing new to the Chairman of the Joint Chiefs of Staff. On active duty in the Army since 1941, General Vessey is a seasoned veteran of combat, command and staff duty—including a tour as Army Vice Chief of Staff.

"Today," he says, "the American people's understanding and appreciation of the military and what we're all about is definitely up."

"Look at the people who are marching through the recruiting offices now, some of the finest young Americans we have

ever seen enlisting in the armed forces.

"There is a great debate in Congress about the size of the defense budget and whether they will support the increase in defense the President has asked for. And yet, at the same time, the levels of budgetary support for defense are up markedly from what they were a few years ago."

"We're up—fielding new equipment in every single one of the services. The Navy is moving toward a 600-ship Navy. We have the best fighter planes in the world in the U.S. Air Force, and the Army is fielding new tanks, new infantry fighting vehicles and new helicopters. The same sort of thing is going on in the Marine Corps."

"Pay is up. We see that the President didn't propose a pay raise this year, but, in fact, our pay is obviously competitive with the conditions in the economy as a whole. Retention is up, and the recruiting services are doing well."

According to the general, U.S. military people are more than well-trained, intel-





ligent and physically fit. They have a spirit and discipline that "will get the edge over potential enemies."

General Vessey is helping every man and woman in uniform maintain that edge in his role as the Chairman of the Joint Chiefs of Staff—the position to which President Ronald Reagan appointed him in June 1982.

As the nation's senior military person, General Vessey is the servant of three bodies. First, he serves the Secretary of Defense and the President of the United States as a military adviser and as the representative of the Joint Chiefs of Staff. Secondly, he's a servant of the Joint Chiefs themselves in representing them to the President and the Secretary of Defense, as well as representing the President and secretary to the chiefs of staff. The third body he serves is the commanders of the unified and specified commands—our joint commanders in the field.

"The chairman" he says, "has to understand the concerns of all three of those

bodies and serve, in some respects, as a messenger among those three groups to help each solve his particular part of the problem that is associated with the defense of the nation."

As Chairman of the Joint Chiefs, General Vessey blends years of experience as a soldier, strategist, leader and policymaker. His views are steeped in facts and his own unique philosophical viewpoint.

Talking about strategic deterrence, he refers to "a world of nation-states, not a perfect world."

He says, "It is our duty to make that world as good a place and as safe a place as we can. I believe that we, as Americans, have a duty to do all we can to prevent war, but to prevent war in the context of maintaining our freedoms. We understand that we are blessed in this country, and I believe that the rest of the world would be blessed if they lived with the same sort of freedom we have. We recognize that life is very, very precious, so we do what we can to try to make the

world a safer place.

"Within that context," he adds, "we have to wrestle with the issues of nuclear war. We cannot 'uninvent' nuclear weapons.

"I'd like to try to wish them away, but they're here and very much a part of this world. We need to understand their awesome power and how to reduce the probability of nuclear war. The way to do that is to reduce the probability of war itself. Certainly, at the same time, we want to protect the fundamental freedoms for which this nation has stood for 207 years."

Ask General John W. Vessey Jr. if many Americans' comparison of U.S. involvement in Vietnam to El Salvador is getting in the way of our nation's resolve and his response is peppered with statistics as well as philosophy.

"I would say that I wouldn't want to limit it to El Salvador," he answers. "El Salvador is a neighbor of the United States in this hemisphere. It's closer from Houston to San Salvador than it is from Hous-





# General Vessey

ton to New York. There are strategic reasons for us wanting a peaceful Central America that's democratic and economically healthy. There are human reasons for wanting a Central America that's at peace.

"We, the United States, can't stand a Central America that is allied with, supported by and provides bases to the Soviet Union. We're not going to stand for that.

"The question is: 'How to prevent that?' Fortunately, the people of Central America don't want that either," the general states. "They are perfectly willing to fight their own battles, but they'd like a little help from us—help in terms of economic and military assistance.

"Our economic assistance exceeds our military assistance by about three to one. Military assistance is needed in terms of hardware, but also—and more importantly—in terms of training. This country needs to recognize that El Salvador isn't Vietnam."

General Vessey says he doesn't foresee

any decline in our country's increasing naval commitments around the world.

"The world is an interdependent place," he says. "I think we can count about 20 wars going on in the world today. There was a time when wars in such places as Afghanistan, Kampuchea or even Central America would have no great effect on this country. That's no longer the case because of the economic interdependence and political meshing of the world.

"We're going to have to make sure that the interests of the United States are protected and that those nations that might threaten those interests understand we have the force that can go where needed.

"The very fact that we have carriers today in the Mediterranean and Indian Ocean and the Pacific serves to do that. You also see this reflected by our forward-deployed air and land forces in Europe and Asia."

General Vessey quickly points out that those increasing military commitments

might require an increase in the need for people in the armed services, and he admits that it will be harder to attract those people as the economy turns around.

He says that as the economy begins an upswing, some of the people who have learned valuable skills in the military and find those skills marketable in the civilian sector may leave the military. But he adds that isn't necessarily all bad.

"It will put a greater challenge to the armed forces. We will have to be particularly good to keep the good people."

General Vessey talks about the need for maintaining a strong force of people in the future with the same assuredness he uses in addressing strategic matters. But, whenever military readiness is translated into human terms, his tone softens. He talks about people at all levels as one who has served at most of those levels.

He believes the way most military people live is improving but he says "quality of life" is a misnomer.

## General Vessey: Chairman of the Joint

General John W. Vessey Jr. was appointed the 10th Chairman of the Joint Chiefs of Staff by the President on June 18, 1982. In this capacity, he serves as the senior military adviser to the President, the National Security Council and the Secretary of Defense. General Vessey served as Vice Chief of Staff, U.S. Army, before his current appointment.

General Vessey was born in Minnesota and enlisted in the Minnesota National Guard in 1939; he was called to active duty in February 1941. He rose to the rank of first sergeant before receiving a battlefield commission as a second lieutenant of field artillery at the Anzio Beachhead on May 6, 1944.

His past assignments include the 34th Infantry Division in North Africa and Italy during World War II, the 4th Infantry Division in Germany, two tours with the 3rd Armored Division in Germany, the 25th

Infantry Division in Vietnam and command of the 4th Infantry Division (Mechanized) at Fort Carson, Colo.

Promoted to lieutenant general in 1975, he became the Army's Deputy Chief of Staff for Operations and Plans. He was promoted to his present grade in 1976 and

assigned to Korea as Commander in Chief, United Nations Command; Commander, U.S. Forces, Korea; and Commanding General, U.S. 8th Army. In 1978, he also became the first Commander in Chief of the Republic of Korea-U.S. Combined Forces Command. General Vessey re-



*Secretary of Defense Caspar W. Weinberger administers oath of office to General Vessey. Witnessing the ceremony are Deputy SecDef Frank C. Carlucci and President Reagan.*

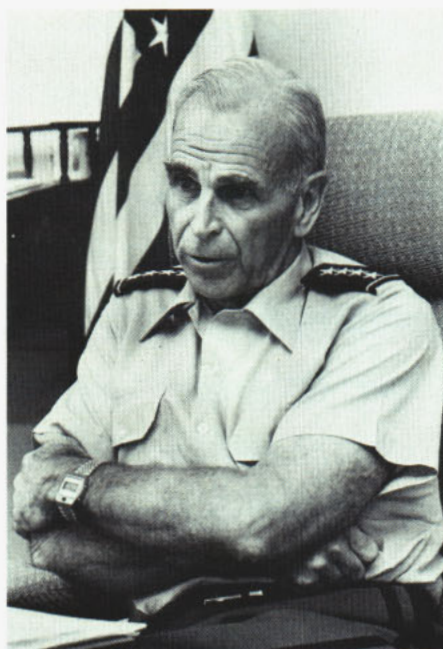


"I don't like the term 'quality of life.' It's all right if you understand what it means, but to the outsider it might imply 'softness' or something like that."

The general says there are all sorts of things going on that should make life better for service men and women. The first is that all the services have recognized the importance of taking care of the living and working places for their people. The second is the modern equipment members of every service are provided. The third is the training each service offers the people in its ranks.

Another term the chairman disagrees with is "parity," a word frequently used to describe the equivalence of military and civilian pay scales.

"I think 'parity' is the wrong word. We're not looking for that. We're looking for what provides the best defense for the country. That should be the only criterion. If we have parity but lousy armed forces, then we have the wrong system.



"The building block for good armed forces is good people. That means we need to bring enough new people in every year to provide enough younger people from whom the corps of non-commissioned officers can be selected, and then keep enough people on through the years so we have the right level of experience."

One of the programs the military has used to maintain the "right level of experience"—military retirement—is presently under review by the Quadrennial Review of Military Compensation Panel.

"If the retirement system needs review, that's the sort of panel that can recognize that military service is different from working for a civilian firm."

General Vessey says he believes the current retirement system is a good one because it has maintained healthy armed forces for the country. The Compensation Panel was convened after the present retirement system came under fire from many people who claim it costs too much.

According to the chairman, the questions the panel must answer are: What alternative system can be provided that would keep the armed forces as healthy as the present one, at a lower cost? Does such a system exist?

"That's what this panel will have to review," he says. "I'll have to be convinced that the alternative is better before I sign up for something else. But, nevertheless, the right to question it is clearly

the right of whoever is dealing with it—the Congress, the administration, the public."

In all that he says, General Vessey voices his deepest concern, not for the hardware or the programs designed for the military, but for the people who make up this country's armed forces.

The one thing he would like to tell every soldier, sailor, airman and marine is from *Regulations for the Order and Discipline of the Troops of the United States*, a manual written by General Baron von Steuben when Washington's troops were at Valley Forge during the Revolutionary War.

"One of the points in that manual is that the captain's first objective 'should be to gain the love of his men by treating them with every possible kindness and humanity, inquiring into their complaints and, when well proven, seeing them redressed.'

"I think that that sort of sets the framework for everybody in the armed forces. There's no activity in the world that requires more trust and confidence in each other than fighting a war or being prepared to fight a war as a member of a military unit. And that means a couple of things for everyone.

"It first means self-discipline. Each of us must know our own job because the lives and well-being of our fellows depend on it. It means knowing how to help our comrades, as von Steuben said—gaining the love and respect of our fellows—having them understand we're doing our job right, and we're going to help them do their job right.

"It is that trust and confidence—that willing self-discipline and dedication to the organization as a whole—that will keep the entire unit alive, healthy and will enable them to do what they're supposed to do on the battlefield. And when I say battlefield, I mean on the land, on the sea or in the air, or doing an amphibious landing or whatever it happens to be.

"I would say," he concludes, "if we do our job, we'll make an important contribution to the security of this nation and our friends and allies, and the world will be a safer and better place. Not only that, but we in the armed forces will have the support of the people while we're at it."

—By JOC Lon Cabot

## Chiefs of Staff

turned to Washington in July 1979 to become Vice Chief of Staff, U.S. Army.

General Vessey's military schooling includes the special basic, associate advanced and advanced courses of the Field Artillery School; the Command and General Staff College; the Armed Forces Staff College; the Industrial College of the Armed Forces; and the Army Aviation School.

His awards include the Distinguished Service Cross, the Defense Distinguished Service Medal, the Army Distinguished Service Medal and the Purple Heart.

General Vessey graduated from the University of Maryland with a bachelor's degree in 1963; from George Washington University with a master's degree in 1965; and from the University of Pittsburgh's Management Program for Executives in 1970. He is a member of the Phi Kappa Phi Honor Society. He was awarded an honorary doctorate of letters from Concordia College, and an honorary doctor of laws degree from the University of Maryland.





# Your Health Care While on Active Duty

By Cmdr. Frank E. Evans  
OCHAMPUS, Aurora, Colo.

*The following article, written from the viewpoint of a fictitious Navy wife, tells about the fears a family may have when faced with moving to a duty station where there is no available military health care. It points out that those fears are usually groundless. When used properly, CHAMPUS is a well-rounded health plan—one that every Navy family should know about.*

"Recruiting duty, Des Moines, Iowa."

My husband read his orders again. I had another cup of coffee.

I was really happy for Don; I knew he was looking forward to his new assignment as a Navy recruiter.

We spent the rest of the morning talking about the new job, the indoctrination he would receive at the Navy Recruiting District office in Omaha, Neb., and the move to Des Moines.

It would be hard leaving San Diego and our many friends. But moving and orders are part of military life; everyone expects to move every three or four years. Still, we had been more fortunate than most. Except for Don's tour of duty in the Pacific aboard the carrier USS *Ranger* (CV 61), we had spent our entire eight years in the Navy in the San Diego area.

Everything was so convenient. The commissary was located near the 32nd Street gate, the exchange was nearby, and I could take the kids to the Balboa Naval Hospital for medical care. In fact, both our children were born at Balboa.

We had no complaints about our medical care, and we expected to have our third baby there. But everything was different now—the baby wasn't due for three more months.

After dinner with friends, we talked about our move.

"What about the baby? Is there a military hospital in Des Moines?" my friend Sally asked. She was pregnant, too, and she had voiced what I had been thinking. I looked at my husband.

"I don't know," he shrugged, "but we'll find out tomorrow."

The next day we visited one of Balboa's health benefits advisers, or HBAs, as everyone calls them. After a few phone calls, the HBA found that there was no military medical facility near Des Moines.

Noting our concern, she smiled. "Let me tell you about CHAMPUS," she said. "You'll be able to use it in Des Moines. CHAMPUS means the Civilian Health and Medical Program of the Uniformed Services." She explained, "It was set up for military families more than 25 years ago, but many people still don't know what it is or how it works. So don't feel bad. What happens is that you'll be using the civilian hospitals and doctors for care and CHAMPUS will help pay."

"But what does that mean?" I asked, feeling a little embarrassed. Don and I had heard about CHAMPUS at a meeting a long time ago. We knew it would cost us money, but we didn't know how much. And we really didn't understand terms like 'deductible,' 'allowable charge' and 'cost-share.' But it didn't matter at that time because it didn't seem to apply to us.

"You'll find CHAMPUS is one of the best health plans anywhere," the adviser continued. "But there are limits for certain types of care, and some care is not covered. That's why knowing the HBA is so important."

"But how do we find a good doctor who knows about CHAMPUS?" my husband asked. I could tell he was concerned about the kids and me, particularly, with the new baby coming. I took his hand in a reassuring grasp to let him know I was confident everything would work out.

"You should first check with the personnel office once you're on board at Des Moines," the HBA answered. "I'll bet some of the sailors' families have had to use CHAMPUS and know which doctors will give care. You can also ask your new Navy friends if there is a doctor they would recommend as a participating provider. Or, you can call doctors listed in the phone book and ask if they would accept CHAMPUS patients." My husband relaxed a bit, feeling a little more at ease about the whole thing.

"Suppose we can't find a doctor who will accept CHAMPUS?" I asked.

"You're talking about participating providers," the HBA said. "A participating provider is one who agrees to accept assignment. This means the provider will file the claim, and CHAMPUS will pay



the government's share directly to the provider.

"Providers who agree to do this sign and check the form agreeing to accept the amount CHAMPUS allows as full payment from the government. The patient is responsible only for his or her cost-share, any deductible and charges for any service that is denied as not being a CHAMPUS benefit. Most hospitals participate in CHAMPUS, and so do many individual providers such as doctors."

The HBA added, "Providers can choose to accept assignment on case-by-case basis. So it's a good idea to call a provider before you get care and find out if he or she will accept assignment in your case."

"Suppose the doctor won't participate?" I asked.

"That doesn't matter, you can still use CHAMPUS," said the HBA. "But it can make a difference to your pocketbook. You are responsible for the entire bill if you go to a non-participating provider. You have to file your own claim, and CHAMPUS will send you the government's share of the amount allowed, less any deductible which is still not satisfied."

"As you can see, it's in your best interest to find a participating provider. The Navy corpsman, who's the part-time HBA at the Naval Reserve Training Center, should be able to help you find a doctor who will participate."

"Where do we get the claim forms?" I asked.

"Your HBA can give you the forms, tell you what other papers might be needed, tell you where to send the claims and answer any other questions about CHAMPUS. That adviser will also be able to help you fill out the yellow CHAMPUS Claim Form 500. And remember to read the instructions carefully before filling out the form. That's so important," she added.

"CHAMPUS is a complex program, and we can't cover the entire benefits package in one meeting," the HBA said. "But one area that many military people don't understand deals with cost. So let's talk about that. Medical care will cost you money, but it's good to know that CHAMPUS will pick up much of the bill."

"You've said some things I don't un-

derstand," I said. "What do you mean by 'deductible,' 'cost-share' and 'allowable amount?'"

"The reason for the cost-share," said the HBA, "is that when Congress wrote the CHAMPUS legislation, it was decided that beneficiaries should pay part of the costs of medical care. This is true whether you get care from the military or from CHAMPUS. The reason was to discourage some people from abusing the system with overuse for unnecessary care. Only outpatient care at military treatment facilities is completely free."

The HBA continued, "To clarify what is meant by deductible, each person must pay the first \$50 of care in each fiscal year. But the maximum is \$100 per family, no matter how many members are involved. This is called the deductible because the claims processor deducts it from the amount allowed on the first claim or claims received after Oct. 1 each year."

"What is meant by the 'amount allowed?'" Don asked. "This is starting to sound complicated."

"It isn't complicated," said the HBA, "because the claim processor does all the arithmetic. The amount allowed is the lesser of two amounts: the actual bill or the prevailing charge for each service in the state where care was given. This is what CHAMPUS calls the allowable charge, and payment is based on that amount. Your cost-share is 20 percent of that amount, and the government pays 80 percent."

"If your family needs inpatient care, the cost is \$25 or \$6.55 a day, whichever is greater. The deductible does not apply to inpatient care. If the provider has questions or wants to know about the allowable charge, tell the provider to call the toll-free phone number of the claims processor. The HBA can give you the number."

"What about maternity care benefits under CHAMPUS?" I asked.

"You can have the baby either at a civilian hospital, an approved birthing center or at home," the HBA said. "The place where you have the baby determines the total cost of the delivery. Since you will share the cost for maternity care on either an inpatient or outpatient basis, I'll give

you a handbook that shows the difference in delivery cost."

"There's a lot to know about CHAMPUS," the HBA added, handing me the CHAMPUS handbook. "Use this as a reference. It will give you a good overview of what the program is all about. But you won't be able to learn the total program overnight. Many military families don't really concern themselves with CHAMPUS until they absolutely need it. Then they start asking questions, sometimes too late. I'm glad that won't be true in your case."

Thanking her for her time and helpful information, Don and I left. We took a walk before going home. We talked about the visit to the HBA and what we had to do to get ready for the move to Des Moines.

In a month the movers would come, and we'd head out to Iowa and Don's new assignment. After talking with the HBA, we felt much better about our family's health benefits because we knew something about CHAMPUS.

But Don and I agreed that since we're a career family, it was up to us to learn more about CHAMPUS. Just as we expect our children to do their homework, we must do our homework so that we will learn what the program can and cannot do for us.

It was a good feeling to know that after eight years in the military, we were finally discovering what our total health benefits are. We realize now that even those people using the military hospital should know about CHAMPUS. Who knows, they might have to use CHAMPUS while on leave or during a transfer, even though they're presently receiving care from a military hospital or clinic.

"Well, let's head home," said Don. "We may come up with a few more questions for the HBA, once we read the CHAMPUS handbook."

I held his arm as we walked. We both agreed that the message from the HBA was loud and clear. As military folks, it was our responsibility to know about our health benefits.

Why not make this week the week you become aware of CHAMPUS?

We did—and we're glad.



# Tough But Fair

In November 1980, a Department of Defense questionnaire survey on drug and alcohol use in the military revealed disturbing statistics. It showed that 47 percent of the Navy's enlisted people in paygrades E-1 through E-5 had used marijuana within the 30-day period prior to the survey.

Naturally, the Navy was concerned about those findings.

Within a month, Admiral Thomas B. Hayward, then Chief of Naval Operations, ordered a urinalysis survey on drug use in the Navy. The Navy urinalysis study conducted by a private research firm confirmed the DoD statistics that 48 percent of all people in paygrades E-1 through E-5 in the Navy used marijuana.

The Navy then knew it had a problem. Something had to be done.

"You can't have drug abuse in the armed forces of the United States where the American people are depending on us for their ultimate national security," said Rear Admiral Paul J. Mulloy, the director of the Navy's Human Resource Management Division, who is deeply involved with the subject.

"Do you want a spaced-out sailor up on the ship's wheel during an UnRep (underway replenishment) at night? Do you want a Navy man on drugs anywhere near a missile or other weapon system, or near a catapult or as a coxswain on a boat on a liberty run at 3 o'clock in the morning? *No!*

"We should be the models for this society.

"We get everybody from there, but we have to be a cut above."

Accordingly, the Navy developed a program designed to eliminate drug abuse—particularly with regard to

marijuana—and came up with a 10-point plan to handle the problem. One part of that plan was the introduction of an intensified urinalysis testing program which began in January 1982. In February 1982, the Navy also began accession testing, which required that everyone coming into the Navy undergo urinalysis testing.

The level of urinalysis testing at Navy laboratories (located in Navy hospitals in San Diego and Oakland, Calif.; Portsmouth, Va.; and Jacksonville, Fla.) went from about 800 tests in each lab, per month, to some 10,000 or more tests in each lab, per month.

"More urine specimens went into the labs than were expected," said Captain Leo Cangianelli, head of the Navy's Substance Abuse Branch.

The response was overwhelming because of the success of the initiatives and fleet support and largely because the commanders in the field felt that they had a need to know the extent of drug abuse in their commands.

But in time that response (i.e., aggressive urinalysis) caused some problems. In July 1982, a number of commands questioned the results coming out of the Oakland lab. Urinalysis test results of very reputable people were being returned with positive read-outs—in other words, showing confirmable levels of THC (tetrahydrocannabinol), the principal psychoactive chemical in marijuana.

The problems that cropped up at Oakland were twofold. The system just wasn't ready to handle such a large volume of documentation necessary to ensure a proper chain of custody in handling the urine samples. Furthermore, the lab's personnel staffing was not coming on line fast enough.

In response to increasing concern over the questionable results from Oakland, the Navy's surgeon general ordered an investigation of the lab and its procedures. All of the approximately 6,000 urine specimens from the military services tested from Jan. 1 to Sept. 15, 1982, that had been reported as positive were re-examined. Of those positives, some 2,000 could not be scientifically substantiated as positive, and another 2,000 were missing some form of necessary documentation. The remaining 2,000 were reconfirmed as positive. From the 6,000 total, about 2,500 Navy records required follow-on action to ensure any inequities are corrected. Since the Navy's urinalysis testing program began in January 1982, the Navy has tested 1,138,681 samples, with an overall error rate of 0.18 percent which is steadily improving.

"What we're involved in right now is reviewing the documentation relating to those specimens and procedures," Admiral Mulloy said. "We're going back to see what actions were taken so that we can clear the records of those individuals whose urine tests could not be reconfirmed. And I mean *clear the record*. We'll rectify whatever errors were made, backdate any corrections necessary and make sure that no entry in the record is adverse to the individual—and square it away."

To ensure fairness in conducting the War on Drugs, a number of actions have been taken (see accompanying list). An additional drug lab has been added at Great Lakes. A civilian contract lab, Mead CompuChem in North Carolina, is also running confirmation tests on THC positives produced by the portable kits under a rigid quality assurance inspection program. And,



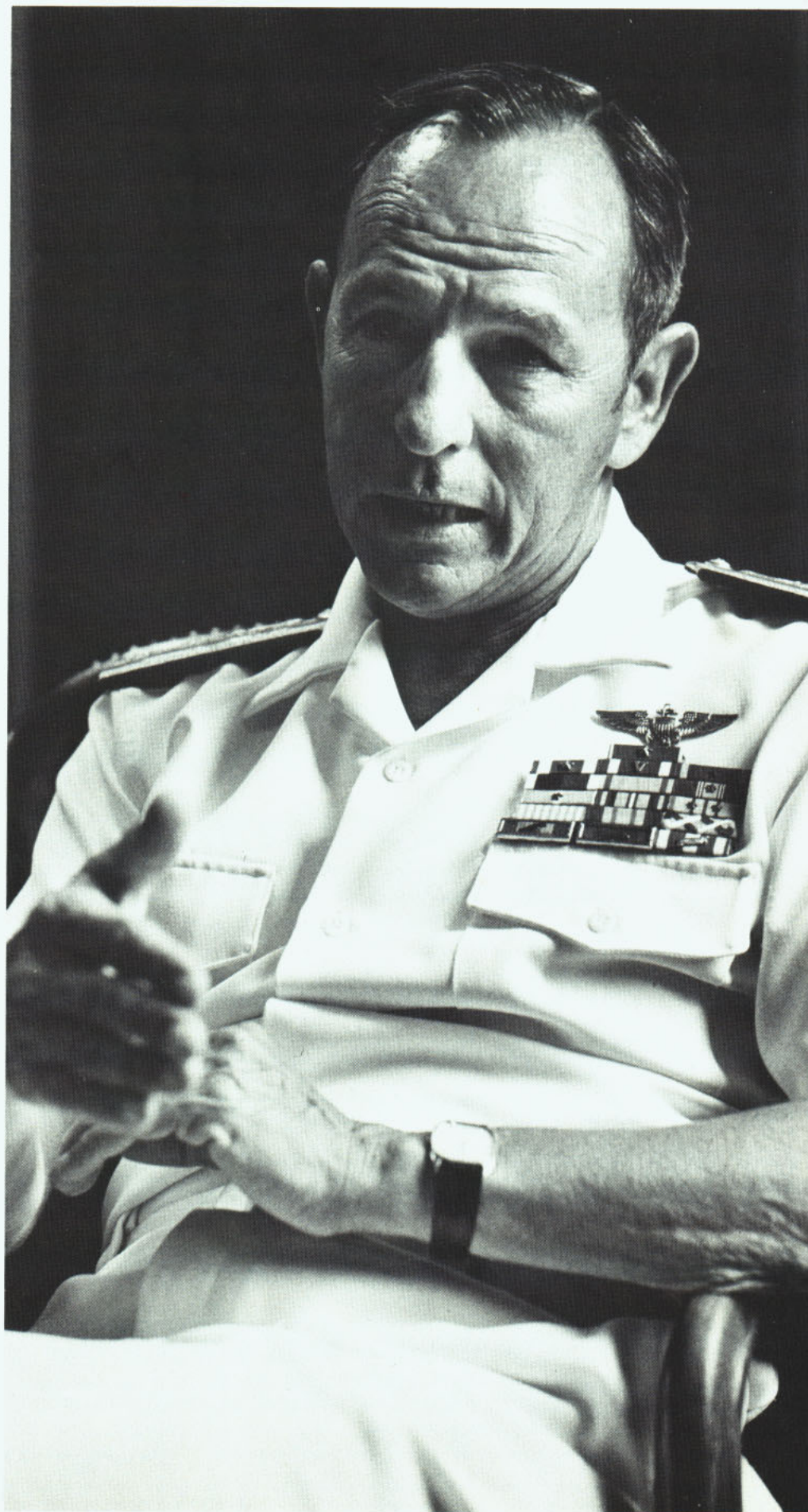
some 270 people were added to the expanded Navy lab system.

According to Admiral Mulloy, the Navy has developed quality control in Navy labs that is virtually unparalleled anywhere in the United States. Since commencing the war in February 1982, improvements have been steadily made throughout the entire system to achieve highest quality control and credibility.

"To maintain the very highest level of accuracy, quality control 'negatives' developed by the Armed Forces Institute of Pathology are sent through the system and are monitored very closely," Cangianelli said. "Anytime there is a false positive, we stop the operation and identify what caused the false positive before we commence operations again. In each case since commencing the war we have done that, we have found human error to be the problem. It was not a problem with the analysis equipment or our testing technology."

Each urine specimen is tested three times. "We are only required (by DoD) to test these urine specimens two times," Cangianelli said, "but we have decided to send them through three tests. We do an initial screen to separate the positives from the negatives. Then all the positives are run through a confirmatory test on a different type of system, and then we go back and do another retest. The results from all three tests are compared and analyzed before a final determination is reached."

Portable kits are becoming increasingly popular as an initial screening method in the Navy. Navy policy states that unconfirmed results of portable kits may not be used as the basis for any disciplinary action, administrative separation proceedings or other adverse administrative action (other than temporary suspension from duties) pending confirmation of results, but may be used to initiate counseling, evaluation or rehabilitative actions.



*Rear Admiral Paul J. Mulloy, Director of the Human Resource Management Division.*



# Urinalysis

Admiral Mulloy stated that the portable kit results must be confirmed in a certified laboratory. "Even though the kits are capable of extremely high accuracy, because of the potential impact on our people, we'll never change that two-system rule."

Another improvement in the system has been to streamline the documentation in the chain of custody of the urine specimens. "The chain of custody must be and is very tight," Admiral Mulloy said. "Maintaining chain of custody is essential from the very beginning which requires direct observation of the individual providing the specimen, to confirmation and stowage of positive results in our laboratories."

Cangianelli said that the disciplinary action resulting from a positive test

was only a "by-product" of the program. He emphasized that its primary purpose is to ensure the safety, health and well-being of sailors, and to help maintain the operational readiness of the fleet.

"It serves as a strong deterrent," he said. "People now know that we can detect THC as well as other drugs, and that not only can we detect it, we can take disciplinary action because of it. That's what we want. We want people to opt not to use drugs."

The results speak for themselves. Since the findings of those two initial studies in late 1980, drug use in the Navy has dropped significantly. "The system is the best there is, and in the final analysis of individual cases, we rely on the traditional Navy trust in the com-

manding officer's judgment, weighing all the factors attendant on an individual in his or her command. Our whole system of education, deterrence, detection and treatment has steadily improved since inception," said Admiral Mulloy, but there's more. He wants Navy to look for healthy alternatives to substance abuse, and provide an environment that encourages people to take pride in and care for themselves and their shipmates including families. If we do so, we will make even greater progress. "From the beginning, we said enlightened leadership and peer responsibility would turn the tide. That's happening, but there's still more to do to win the war and improve our people's quality of life."

## Steps Taken to Improve Urinalysis Testing Program

- Quotas were set to limit the number of urine samples units could submit in an effort to reduce backlogs and turnaround time. Quotas have been gradually increased to present levels as lab capacity has increased. The only person who can approve future increases in quotas is CNO. Currently, the system is geared to test 1.8 million specimens annually.

- Increased lab capability through assignment of additional civilian and military personnel and increased funding and equipment.

- New chain of custody document reduced administrative burden (by consolidating several forms into one), streamlined administrative procedures, and improved productivity and efficiency at labs.

- Ad Hoc Laboratory Drug Urinalysis Coordinating Group formed in the fall of 1982. Group included two flag officer members (one from CNO office and one from surgeon general's office) and was designed to find ways to reduce urine sample backlogs and reduce turnaround time in getting results to commands.

- Message format test results eliminated the requirement for mailing individual letters on each lab test, improved turnaround time by allowing labs to put all results from one command on a message format report, and reduced administrative requirements.

- Upgrade of Great Lakes lab from standard hospital

lab to drug screening lab in the fall of 1982, and later to a full screening and confirmation lab in the spring of 1983, reduced burden on other four labs.

- NavMedCom inspection committee began inspecting all Navy labs on bimonthly basis, both for testing procedures and administrative procedures, in the fall of 1982.

- Improved internal quality control standards at labs let labs monitor their own performance and the proficiency of their technicians.

- Issuance of Navy Drug Screening Laboratory Standard Operating Procedures Manual in February 1983 standardized procedures for testing and administrative requirements at all Navy labs.

- The assignment of JAG officers on TAD basis to serve as legal liaison officers at all labs in the spring of 1983 allowed on-scene monitoring of procedures for legal purposes, and improved responsiveness by labs in providing evidence for legal proceedings.

- Restructuring of fleet/lab alignment in the spring of 1983 distributed fleet requirements more evenly, and enabled one lab (Great Lakes) to handle all CNET accession testing, which has different procedures from regular fleet testing.

- Contract with civilian laboratory (Mead Compu-Chem) in March 1983 took additional burden from Navy labs and added one more lab to Navy work force.





# Reserve SK3 Proves Himself a 'Cut Above'

By JO2 Paul V. Froehlich,  
USS San Diego (AFS 6)

Months of taking notes, standing watches and sacrificing liberty paid off recently for Navy reservist Storekeeper Third Class Robert K. Walls Jr. The sailor—stationed aboard the Norfolk-based combat stores ship USS *San Diego* (AFS 6)—proved himself to be a cut above his peers by earning the silver cutlasses of a surface warfareman. As an ESWS-qualified reservist and storekeeper, Walls is indeed a rarity among E-4s.

"Getting started," said Walls, "was the toughest part. There was always the temptation to 'put it off until tomorrow.' "

Walls emphasized that self-discipline—which included saying "no" to shipmates when they attempted to coax him to go on liberty instead of studying—was the key to earning the silver cutlasses.

Additionally, Walls pointed to the variety of ships *San Diego* would replenish during fleet operations, thus providing a unique opportunity for ESWS students to observe the AFS operating with virtually

each type of surface ship in the Navy's inventory.

*San Diego's* ESWS training program consists of training sessions on videotape and hands-on presentations in various shipboard spaces crucial to the study curriculum. The presentations are held for two consecutive nights for the benefit of watch standers. A third session is held several weeks later for those beginning ESWS studies or for the sailors simply boning up for the on-board qualification.

When Walls successfully passed his qualification board and earned the insignia, his sense of pride in achievement made it quite obvious his six months of taking notes, studying manuals and standing watches was all worthwhile.

*SK3 (SW) Robert K. Walls persevered through six months of studying (above left) and learned by watch standing (below left) in his effort to earn the silver cutlasses of a surface warfareman.*



## ESWS Requirements

OPNAVINST 1412.4A lists in detail the requirements for enlisted surface warfare qualification. Briefly, they include:

- The individual must be a petty officer.
- The individual must have 24 months of sea duty aboard surface ships.
- Performance marks must be at required levels for the past 24 months (top 30 percent for chief petty officers and SUL, or 3.4 for all others).
- The individual must have demonstrated effective leadership and supervisory capabilities which should also be reflected in performance marks as described above.

- The individual must have successfully completed personnel qualification standards in damage control, damage control petty officer, 3M system (to supervisory level) and the Enlisted Surface Warfare Specialist PQS book (NAVEDTRA 43390).

Additionally, the individual concerned must be qualified for those under way and in port watch stations to which other individuals in the rating would be assigned. A general knowledge of the ship's overall mission, its engineering plant capabilities, its combat system and other essential mission elements must also be demonstrated.



# Getting to the Point



Lieutenant Colonel Tom Murawski is waging war. The enemy is fouled language and the battlefields are on paper. Though he's won many of his battles, he says he's just beginning to win the war.

Effective communication, according to the Air Force officer, is "compact, natural and to the point." During one of his 4½ hour courses in "Just Plain English," Murawski leads his audience through what he calls "flaming hoola-hoops of non-direct writing," shows them wording he calls "hobgoblins of little minds," and implores listeners to cease the "glandular secretion of passive verbs and impersonal pronouns."

He peppers his presentations with one-liners and quips that make him sound more like Rodney Dangerfield than an English professor. But understanding is his goal. And after presenting his argument for plain English to nearly 30,000 people throughout the Navy, he says he's optimistic about the future of Navy writing.

Murawski adds that he's confident the pockets of improvement he's seen in the way the Navy writes will grow through converts even after he returns to teaching English at the Air Force Academy in Colorado. He is permanently assigned as one of the academy's few tenured professors.

"I think a certain amount of resistance is going to come from people who've been writing and speaking the old way for decades," said Murawski.

"But there are a lot of smart, educated and interested people in the Navy who want to write better. And I hope I've provided the opportunity and incentives for them to do that."

Murawski began preaching his Plain English philosophy to the Navy two years ago at the request of the Vice Chief of Naval Operations. Since then he's given his presentation to military and civilian people throughout the Navy and Coast Guard and to other federal employees.

"The program I teach is not the Air Force writing course, it is the Navy writ-



ing course. People should not think of me as an outsider who's come in to clean up the Navy's writing," he said.

"I happen to be an English professor. What I teach is a course about good writing, whatever the color of your uniform. Good writing is good writing, whatever service you're in."

Murawski notes that he's seen a clear sign from the top that the Navy is interested in better writing. "Many senior people in the Navy are victims of bad writing. They spend their days behind desks reacting to writing, so they know the importance of communicating well.

"Admiral Watkins asked me to work from the top down to get agreement from writers and reviewers of writing about what makes better writing. I think I've been successful in doing that."

During his Navy travels, Murawski has found that "like the desire to write and speak better, the main stumbling block to Plain English knows no bounds of rank or grade.

"The most stubborn obstacle to overcome is habit," he said. "Habit has been turned into organizational inertia so you have to deal with not only an individual's writing and speaking habits, which are stubborn, but also with the organization's habits. It's a double problem to overcome."

Murawski hopes the new "Navy Correspondence Manual," which he helped rewrite, eases some of that organizational inertia. The manual will be available throughout the Navy this summer.

"The gross overuse of verbs in the passive voice is the worst area I've found in Navy correspondence," he said. "Very often you don't know just who is supposed to do what. To fix a lot of those passive verbs you could use personal pronouns, but that's a relatively new idea to the Navy."

During any one of his Plain English classes, Murawski is likely to flash a letter on the screen, take pen in hand and attack the letter. Quickly, "It is the position of this command" becomes "our position is." "It is understood" becomes "we understand," and "all addressees should" becomes "you should." By such surgery, official letters get to the point and they



are easier to understand.

Murawski argues that new people coming into the Navy are finding the old style of writing increasingly foreign. He maintains the Navy should demand more contemporary writing.

"We insist on fighting with modern weapons, but we settle for writing with outdated English," he said. "What we need to do in writing is get to the point. Take the key idea and then explain it as necessary. Don't bury what you want the reader to know.

"Official writing in the Navy does not demand big words or fancy phrases. If you write naturally—with the words you speak with—you'll usually use small words. That not only saves typing and reading time but also makes your writing livelier and your ideas clearer."

Other recommendations Murawski gives for livelier writing include:

*Natural writing:* To avoid a bloated, bureaucratic style, make your writing more like speaking. Because readers "hear" writing, the most readable writing sounds like people talking to people.

*Try some contractions:* Contractions link pronouns with verbs (we'd, I'll, you're) and make verbs negative (don't, can't, won't). The second kind keeps readers from skipping over the word "not," a special advantage with instructions. Yet even when your final product will be very formal, you can still use contractions in drafts

to help you write naturally. The point is that if you're comfortable with contractions, your writing is likely to read easily.

*Respect plain words:* Go out of your way to use small words. Issue directives, don't promulgate them. Start things, don't initiate them. Think of the city fellow in those old western movies who overdressed to impress the folks at the ranch. Overdressed writing fails just as foolishly.

*Keep sentences short:* For variety, mix long sentences and short ones, but average 20 words or less. Though short sentences won't guarantee clarity, they're usually less confusing than long ones. You needn't count every word. Try the eye test: average under two typed lines. Or try the ear test: read your writing aloud and break up a sentence that you can't finish in one breath.

Murawski is making suggestions like these available to the entire Navy. Eight thousand copies of an Air Force publication on better writing and speaking called *Tongue and Quill* will be available to all ships and stations later this summer. He is also seeing that Air Force videotapes on better writing and speaking become available through Navy supply channels.

And, according to the Plain English professor, the Plain English course is still available. Any major command interested in having the one-day course can request it by calling the Air Force Academy at Autovon 259-3930.

—By JOC Lon Cabot



# NAS Lemoore Assists Coalinga Disaster Victims

Story by PH2 Phil Eggman, NAS Lemoore

Photos by PH2 Eggman, PHAN Terri McCabe, Anita Yoder, Dave Fraker and Craig Smith

On May 2, 1983, an earthquake measuring 6.5 on the Richter scale, the second largest ever to hit California's San Joaquin Valley, struck 10 miles northeast of the small retirement community of Coalinga, Calif. Most buildings within a six-block downtown area—built of unreinforced masonry during the 1920s—crumbled and fell. One out of every six homes was destroyed. House trailers were knocked off their foundations, and chimneys tumbled across lawns. Damages were more than \$31 million. Yet, of the 7,200 residents, only 14 were seriously injured and there was no loss of life. People of Naval Air Station Lemoore, Calif., and surrounding communities came to aid the earthquake victims.

It was 4:40 p.m. on what appeared to be another typical Monday at the Naval Air Station Lemoore Naval Hospital. Lieutenant Lyle Melton, pediatric nurse practitioner, completed his last patient's chart and was ready to leave for home when the floor gave a sudden, violent heave, splashing water from an aquarium onto the floor. Earthquake!

Melton, a member of an amateur radio club, grabbed his walkie-talkie and, within minutes, heard reports that Coalinga, 33





miles west of the naval air station, had been hit hard. Fires burned out of control, power was out, people were injured, and others were killed or trapped in the rubble of fallen buildings. The small hospital at Coalinga was helpless to meet the growing need for medical care and called for assistance.

"Our first responsibility was to the air station, but there were no injuries and damage was superficial," said Captain Thaddeus Levandowski, commanding officer of the hospital. "We decided to send two medical teams with a third team waiting to be sent if needed."

Hospital Corpsman First Class Beth Broyles, in the first Navy ambulance to arrive in Coalinga, said, "We could see the smoke in the distance. I've witnessed other earthquakes, but this was the strongest. It felt like being in a ship in rough seas."

When both Navy ambulances left Coalinga with severely injured patients, Hospital Corpsman First Class Richard Dees



*Volunteers in earthquake-ravaged Coalinga served food outdoors until the Sunset Elementary School could be set up as a feeding center. The Navy stayed on the job: HMCM Harry Nestor, a Red Cross volunteer and HM3 Terri Martin (above l-r) serve food, while Capt. Thaddeus Levandowski (left), CO of Naval Hospital Lemoore, worked on the kitchen cleanup detail.*



# Earthquake

stayed behind with a medical team to establish a triage to determine the priority of medical treatment of victims.

"The town was a mess," said Dees, who spent most of the night helping senior citizens out of their damaged homes. "It was mostly a community of older people. Even though they had lost their homes, many of the people—in their 60s and 70s—were helping out wherever they could."

Fire Chief Richard Mendes, one of the six men who manned a fire truck from NAS Lemoore, commented on the ever-present danger. "Every time you turned around, there was an aftershock. You never knew when one would hit and bring a roof down on your head." The relief and rescue effort went on long into the night. Seabees of Naval Construction Battalion Unit 406 of NAS Lemoore hooked up emergency generators and lights and set up bunks for







Coalinga resident Becky Hamlin (left) was grateful to sailors from Lemoore Naval Air Station who lifted her house trailer and others and set them back on their foundations.



the homeless at a Red Cross shelter.

Fourteen sailors from NAS Lemoore's Organizational Maintenance Division went to Coalinga with large jacks to raise house trailers that had been knocked off their foundations.

Volunteers from NAS Lemoore and surrounding communities offered shelter to the homeless and donated truckloads of food, clothing and blankets.

Sandra Turner, a volunteer from the NAS Lemoore Red Cross office, said, "A large part of the manpower came from the base. They made the difference in the successful relief effort. The people here really appreciate it."

Seaman Apprentice Diane Bain, one of the volunteers from NAS Lemoore, said she just wanted to help. "There's a feeling of personal satisfaction knowing you helped people in dire need," she said. "After a tragedy occurs, a warmth develops that shows people really do care."

Kathleen Kennedy, the NAS Lemoore Red Cross casework chairman, said, "Everyone pitched in and helped out. NAS Lemoore can't be commended enough."



## Big Mission in the Caribbean

There is a place on an island in the Caribbean where the sea is a beautiful, serene azure where it is shallow, slowly changing to a rich indigo as the waters become deeper.

Of course, it is that way on most islands in the Caribbean. But this place is different.

Here, there is virtually no major crime. In fact, one person who has lived here for more than three years couldn't remember if he even had a set of house keys—he never used them. Rapes and murders are unheard of.

Walk around and you can see cars parked and left open with keys in the ignition. It's a small place, and it is fenced off from the rest of the island so there is really nowhere a car thief could go or hide.

It is not a tourist trap. No high-rise luxury motels line the oceanfront. No pale-bellied vacationers laze around beaches getting lobster-red in the sun as they sip exotic drinks. To the contrary, if you go to this place, you go there to work—and work hard.

This place on an island in the Caribbean is very exclusive—not just anyone can get there. That's because it's the U.S. Naval Base Guantanamo Bay, Cuba—the one located in a communist country. It's also the oldest U.S. military base on foreign soil. It's commonly known as "Gtmo" (pronounced Gitmo).

Despite its small size (total area is only 45.4 square miles, one-third of which is water), Gtmo shoulders great



responsibilities. Foremost among its many missions is fleet training. Gtmo is the largest U.S. Navy fleet training area in the world. Also, Gtmo's mere existence in the Caribbean area is vitally important to the United States.

There are 14,000 square miles of open ocean to the south of Gtmo in which numerous ships train simultaneously. In 1982, 75 ships went through some phase of training at Gtmo. In just the first five months of 1983, 63 ships already have been to Gtmo for training.

"Guantanamo Bay is the best harbor in the Caribbean," said Captain M.D. Fitzgerald, who "wears three hats" at Gtmo. He's commander, U.S. Naval Base Guantanamo Bay; commanding officer, U.S. Naval Station Guantana-

*Opposite page, clockwise from right: ENFN Stewart Broussard prepares SIMA's floating dry dock for a ship. USS Stark (FFG 31) lies at anchor in Guantanamo Bay. QMCM Dervin of Gtmo's FTG. Commander, U.S. Naval Base Guantanamo Bay, Capt. M.D. Fitzgerald.*

mo Bay; and commanding officer, U.S. Naval Air Station Guantanamo Bay.

"A ship can be in 100 fathoms of water and operating in a full training status within eight minutes of leaving its berth at the pier," he said.

Actually, you could make a case for listing Guantanamo Bay as one of the best harbors in the world—especially for its use by the Navy as a training facility for surface ships.

Ship training at Gtmo means FTG—Fleet Training Group. They are the







# Guantanamo Bay



*Above: A motor whaleboat takes FTG members to the ship they will ride that day—USS Stark (FFG 31). Above right: Aboard Stark, crewmen hose down the anchor chain as the ship gets under way.*

people who seem to know everything about their respective rates and about a ship—and a little more to boot.

"This is whole-ship training down here—the entire ship gets trained," said Ensign Stephen Boyd, whose official title at FTG is gas turbine assistant training officer. Boyd is a former master chief gas turbine systems technician with 15 years in the Navy. He's been an instructor at Gtmo's FTG for a year and is often the senior rider when he goes aboard ship with other FTG instructors.

"We coordinate in engineering with the hull technicians and with the operations people," he said. "For instance, there could be a three-hit battle problem and we'll also hold a major electrical casualty to allow the combat systems people to run through all their exercises. In the meantime, we'll run mechanical shafting drills and things

that affect the maneuverability of the ship and coordinate that with combat. In the scenario—the ship now can only make 15 knots, whereas before it could make 27 or 30. How will the crew handle their ability to fight the ship? It's a whole ship scenario, more than what they get anywhere else."

As senior rider, it is Boyd's responsibility to be the liaison with the command and coordinate all the departments aboard the ship that have ongoing training.

"We run our scenarios on a worst-case basis for maximum amount of training," Boyd said. "The ships' crews are out of home port. They're down here for only one thing and that's to get the most out of their training. It's very effective, because they're not worried about going home at night," he said. "It seems a little tough, but it works well. Ships come in here for a very short period, and the crews get intense training and learn a lot."

To keep up with the demands placed on them for training a ship's crew—whatever phase of training the crew

might be in, whether it be a shakedown cruise for a newly commissioned ship or "RefTra" (refresher training for a crew about to deploy)—the sailors at FTG work long, hard hours. Often, their day begins at 4 or 4:30 a.m. and doesn't end until 6 or 7 in the evening.

"Sometimes I forget what day of the week it is around here, or what time of day it is," said Chief Hull Maintenance Technician Richard Thomas, an FTG instructor. "But I like this kind of duty—this training. Down here you get to ride all kinds of ships and sometimes ships from different countries like Sweden, Germany, Jamaica or Colombia."

With the long hours and the intensive training, how does everyone keep from burning out?

"We've probably got some of the most motivated people I've ever seen in one place—ever," Boyd said. "We're motivated by the ships. You go on board and the guys are, first of all, scared to death of us because they've heard all the horror stories about the bad guys from Gtmo. Once they realize—'well, that chief's been in the Na-





vy about 16 years and he really likes our rate and he really knows his stuff”—the guys start pumping you for information and you start providing.”

Boyd sees the training that goes on at Gtmo as a fundamental necessity to the readiness of today’s Navy.

“The big thing with training is that it enhances readiness,” he said. “A sailor who is trained to look for certain casualties and learns how to respond to them can identify very rapidly the systems and the indicators of that casualty. He knows what to look for to prevent the casualty. So if a ship is in a high state of training and readiness—and does its training on a continuing basis as required—the crew is very professional at what they do and there are no casualties.

“They know *why* they’re looking for things. Why is a key word. They see *why* they have to take readings. It seems like a very boring job to go out and look at gauges. If a sailor knows why he’s looking at gauges and he learns through a good training program what indications they are putting forth, he’ll know—‘Oh, the tubes in

*Above: HTC Richard Thomas of Gtmo’s FTG is the on-scene observer as Stark crew members respond during a shipboard fire drill. Right: FTG drills simulate real casualties as closely as possible—when “Oscar” is pulled from the water after a man overboard drill, he must be resuscitated.*

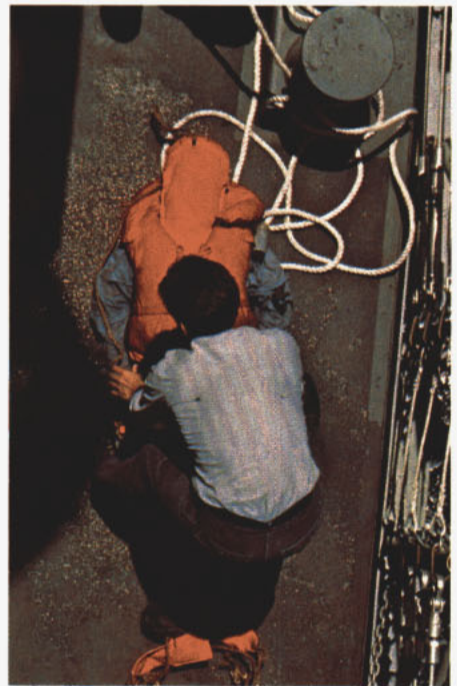
the cooler are getting dirty, so I need to clean the tubes.’ Or, ‘If I don’t clean the tubes, the compressor is going to get to the point where it’s no longer efficient and I can damage the engine.’

“Those are the types of things they learn. The end product is a functional American sailor who knows how to fight and save his ship.”

FTG is already putting in long hours with an average of nine to 12 ships in port each week for training. In the future, more and more ships will be coming to Gtmo.

“As we get closer to the 600-ship Navy, that means we’re going to have more people down here training,” Fitzgerald said. “Fleet Training Group is going to have to get bigger. There’s a lot of work here and it’s increasing.”

It wasn’t all that long ago that the status of Gtmo was just the opposite of





# Guantanamo Bay



what it is today. In 1977, there was a proposal in front of the Secretary of the Navy to close the base down. "Guantanamo Bay was almost put into a caretaker status," Fitzgerald said. "That's no longer the case. We're out of the peeling paint syndrome and on our way to increasing mission and importance. Also, we're on our way to getting better."

Although the decision to close Gtmo in the late '70s was reversed, there was some impact to the base.

"One thing that did go through during those considerations for reducing

the stature of the base was a reduction of personnel and a consolidation," said Captain Robert W. Sherer, chief staff officer of the naval base and naval station executive officer. "Now, instead of having a rear admiral as a base commander and two captains—one as CO of the naval air station and one as CO of the naval station—you've got Capt. Fitzgerald who fills all three of those billets."

"We also lost about 30 percent of our officer, enlisted and civilian billets. It was a move that left most work centers without enough people to do the

*Above left: Gtmo's desalinization plant provides electricity and water for the entire base. Left: The base ferry is a vital transportation link between the windward and leeward sides of Gtmo. Above: MLC John Staub pours molds in SIMA's foundry.*

job. The mission wasn't changed at Guantanamo, just the number of people.

"So, you'll find that in order to get the job done, you've got to do about 1½ days work for every day. There's not much time for sitting around and drinking a cup of coffee and reflecting. There's always something to do,





*Above: Foundry worker Eljio Mafos, who has worked at Gtmo for 31 years, keeps an eye on the furnace. Left: A sailor during drills aboard USS Stark checks for explosive gases.*

there's always something going on, there's always a backlog, and there are always more tests to be carried on. But we're on our way back. It's getting better and better."

The new Shore Intermediate Maintenance Activity at Guantanamo Bay is a reflection of Gtmo's increasing role. Commissioned in October 1982, it is the Navy's only overseas SIMA.

"We're just about a step below a shipyard," said Chief Molder John Staub, SIMA's foundry supervisor. "We do emergency repairs and work on valves, pumps and engines. Except

for the really major repairs, we can do just about anything a shipyard does."

SIMA has seven divisions, and each division can perform repair work that includes every system on board a ship—hull/structural areas (including a diving division that can perform underwater maintenance), engineering areas (including both machinery and electrical areas), and combat systems. SIMA can also dry dock a ship if necessary. Their floating dry dock has a capacity of 100 tons.

In addition to performing emergency repair work and casualty repair work on ships at Gtmo for training, SIMA also maintains the service craft that work in the harbor—especially the base ferry. The ferry is the only link between the windward side of the base

where the naval station, commissary and exchange are located and the leeward side where the naval air station is located.

The windward and leeward sides at Gtmo are separated by 2½ miles of water. There is no connecting road, bridge or tunnel—just the ferry. It shuttles about 700 people and 300 vehicles between the two sides each day.

For almost two days last March, the ferry was out of operation—not because of any mechanical failure, but because 48 hours of constant winds in excess of 20 knots stirred up the bay and made it impossible for the ferry to cross.

Ordinarily, the weather is the same day in and day out in Gtmo—sunny skies, low humidity and temperatures in the upper 80s to lower 90s. It's just one more aspect that makes Gtmo so attractive as a training facility for Atlantic Fleet ships.

But during the spot of rough weather, service between the windward and leeward sides of the base couldn't just shut down. That's where one of Gtmo's naval air station helicopters took over shuttling people back and forth. It's an example of just one service Gtmo provides.

The air terminal at NAS Gtmo is seemingly always a buzz of activity. It almost has to be when you consider



# Guantanamo Bay



*Above: AO2 Robert McGill, AO2 John Zacko and AOAN Lewis Ryan (l-r) arm one of VC-10's TA-4 Skyhawks before it takes off on a training exercise. Right: Soviet merchant ships are often seen transiting the lower part of Guantanamo Bay (location of the U.S. naval base) to Cuban ports in the upper bay. Photo courtesy of Gtmo's intelligence department.*

that an average of 40,000 people and 7 million pounds of cargo and mail pass through the terminal each year.

NAS Gtmo provides search and rescue and medical evacuation services for the area. Last year, NAS Gtmo people were involved in more than 200 SAR missions for ships and aircraft missing or in distress.

Naval Air Station Gtmo also helps support the Drug Enforcement Administration, U.S. Customs and the U.S. Coast Guard not only in efforts to halt illegal drug traffic in the area, but also to assist the Coast Guard both in SAR and the Haitian Interdiction Program.

Since Gtmo is an isolated duty station, environmental and morale leave is another function in which NAS is involved. NAS crews regularly fly in and out of many places in the Caribbean—Jamaica, Puerto Rico, Haiti, Grand Cayman in the Cayman Islands, the Dominican Republic, as well as Miami



and Jacksonville, Fla. So the opportunity is available for base residents to catch flights to some of those Caribbean spots while on leave or liberty.

The air station also gives logistic support to Fleet Composite Squadron 10. The NAS aircraft intermediate maintenance department and supply department provide parts and supplies for VC-10. In turn, VC-10 can assist FTG in their mission by providing aerial support for fleet training. As a secondary mission, VC-10 also exists to

defend the base, should that be necessary. Remember, Gtmo is located on the southern coast of communist Cuba.

Air surveillance in the area is conducted primarily by Gtmo's Joint Air Reconnaissance Control Center and Anti-air Warfare Center.

"A lot of times a ship will shut its equipment (radar) off because of a particular training cycle it's going through with FTG," said Chief Operations Specialist Robert Russell, a divisional





*Above left: USS Stark goes to sea for another day of training. In the background is NAS Gtmo, located on the leeward side of the base. Left: Gtmo's own "watergate"—the U.S. guard tower at the Cuban-American border separates the upper and lower areas of Guantanamo Bay. Above: A member of the 400-man Marine Barracks Ground Defense Force stacks sandbags around an entrance to their quarters at the fence line.*

leading chief petty officer at JARCC. "With our radar we can monitor the airspace and give them early warning in case they're shooting guns and we see an airplane about to fly over their area. We'll tell them to cease-fire."

By monitoring the airspace over Gtmo and the eastern half of Cuba, information can be provided to aircraft operating in the area and can also help support the DEA and U.S. Customs in keeping an eye on possible drug smugglers that might be traveling through the area.

"Aside from those additional operational accomplishments, we really represent a point of resolve and commitment for the United States in the

Caribbean," Sherer said. "I think the USA has noted the importance of the Caribbean."

The naval base at Guantanamo is centrally located in the Caribbean and is close to major U.S. shipping routes through not only the Caribbean but also the Gulf of Mexico and the Atlantic Ocean. Some one-half to two-thirds of all oil imported by the United States as well as other raw materials and finished products must pass through Caribbean waters. Were those sea lanes to be cut off, the results could be catastrophic. Additionally, there is the political upheaval in Central America to consider.

"The population of the Caribbean

countries—including those in Central America that border on the Caribbean Sea—by the year 2000 will exceed that of the U.S., Canada and Mexico combined," Sherer said. "So it's not a few little tropical islands that we're worried about now.

"We're concerned about a major population base with quite a varied ethnic and political background. We can ill afford to ignore a group like that so close to our border. So we, Roosevelt Roads, our station in Panama and our station in Key West, are the closest points to the Caribbean, indicating the United States' resolve.

"Unique" is the word used most often to describe the base. In fact, unique has been used so often that it has become a cliché among Gtmo's residents. But, indeed, Gtmo is unique; though



# Guantanamo Bay

*Clockwise from right: These commuters leave their homes in communist Cuba every weekday to cross the border and work on base; here, Marines check them back through the northeast gate on the fence line as they leave the base to go home. Four Jamaicans on their way to work at the base enlisted dining facility wait for a ride at a bus stop. One of the more popular ways to spend leisure hours at Gtmo is sunbathing and swimming at the protected beaches. Lance Cpl. Eddie Sanchez keeps watch over a section of the fence line.*



some who live and work there might think the word "peculiar" would be more descriptive, or perhaps "interesting," or "different," or "odd," or even "extraordinary."

It's hard to describe Gtmo in just one word. To really get a feel for it, you have to come to know it in all its complexity. You have to see the mountains that surround the bay, the Sierra

Maestra, purple in the distance and almost always shrouded in mist. It was from the Sierra Maestra that Fidel Castro launched his revolution.

You have to experience the climate and terrain—feel the heat that even the Jamaican workers on base complain about, see the cactus, the palms turning brown with thirst for water, the dusty iguana, the dirt and the rock.



You have to learn a little of the history of the base and understand why Gtmo must make all of its own water and generate all of its own electricity.

The base wasn't always closed off from the rest of the island. Only after Castro led his successful revolution and took over in 1959 did the gates between the base and the rest of Cuba close. The base didn't always have to furnish its own water. In February 1964, Castro cut off the water supply. In order to replace this lost water, a desalinization plant at Point Loma, Calif., was dismantled, transported to Guantanamo Bay and reconstructed. It began producing potable water in July 1964; by December 1964, it was fully operational.

You have to go out to the perimeter, the border between communist Cuba and the naval base, and take a tour along it and see the walls that communism throws up in its people's path. You can read about Poland and hear about the arrests and the repression of the free will of the people under a communist government—in Gtmo you can see it. It's only meters away.

An 18-mile chain-link fence marks the border of the base on the American side. It was constructed not so much as a barrier but as a boundary marker of the limits of Gtmo.

The fence is manned by members of the Marine Barracks Ground Defense Force. The 400 Marines of the GDF have the mission of being constantly alert to activity outside the fence and to defend the base should it be attacked.

"The Cubans put quite a bit of emphasis on the maintenance and guarding of their fences," Marine Staff Sergeant Pat Bayuk said. Bayuk is assigned to the naval base intelligence department and briefs new arrivals to Gtmo.

"We're not concerned about our fence line as much as they (the Cubans) are," Bayuk said. "Our fence is there to mark the boundary between Cuban and U.S. territory. Their fences are there as a deterrent. They're primarily concerned with keeping the Cubans from getting into the base and secondarily with keeping the Americans from



*Above: Jamaican Danny Williams (left) and Cuban exile Raphael Maura work on a generator in SIMA's electrical division. Left: Iguanas are a common sight around Gtmo.*



getting into Cuban territory. It sounds a little funny.

"The Castro barrier—his fence line—is a series of four fences. There is one on either side of their barrier road, and then two toward the U.S. Naval Base. They also have about 45 guard posts around their base perimeter. By comparison, the U.S. has but one fence, about 6 feet high, with three strands of barbed wire atop it."

Inside the base fence line lies one of the largest minefield systems in the Western world. However, all mined

areas are surrounded by barbed wire and are clearly marked with red triangular warning signs in English and Spanish. Replicas of the signs are popular Gtmo souvenirs.

Ironically, 88 Cubans cross the fence lines twice each day. They are civilian workers on the naval base, and they commute from their homes in Cuba to work at Gtmo every weekday. They, along with other Cuban workers who live in the Gtmo community of about 190 Cuban exiles, and more than 850 Jamaican workers, make up about 75 percent of the civilian work force on base.

About 100 Jamaican and Cuban civilians work at Gtmo's SIMA.

"If we lost the Jamaicans and Cubans, we'd be hurting—we couldn't support SIMA," said Chief Engineer Robert Barefield, SIMA's machine repair division officer. "I've been in the Navy 16 years, and the Jamaicans and Cubans who work here are some of the best machinists I've ever seen."

Eventually, there won't be any Cuban commuters working at Gtmo. Once the remaining 88 commuters are



# Guantanamo Bay

gone, no others will be hired to replace them. Instead, Americans and Jamaicans will be hired to help fill jobs left vacant by the commuters.

A mixed group consisting of 14 different nationalities makes up the naval station community. There is a small community—a close-knit one, good for family life. Since there is no city or town at Guantanamo Bay, there really aren't any distractions. Although Gtmo residents call an area on base "downtown" (it consists of an intersection with the only stoplight on base, the commissary, a mini-mart, an outdoor lyceum, and the Navy Exchange's main retail store, gas station and audio store), there are no commercial establishments such as restaurants or shopping malls.

"I like it here, my family likes it here, and that makes all the difference in the world," said Ensign Roy Stevens, supply officer at NAS. Many share his opinion and elect to extend at Guantanamo Bay.

"If you're lucky, you can extend for another year or two," said Aviation Ordnanceman Second Class Robert McGill. McGill is on his second one-year extension after an initial assignment on a two-year accompanied tour.

However, there are those who don't extend and are ready to leave after a minimum one-year unaccompanied tour or two-year accompanied tour. And that's understandable, considering Gtmo's location and the amount of work that must be done.

"It's a different area," Fitzgerald said, "but it's compensated for in some ways. It's like sea duty for enlisted people, which is very important because they work like they're at sea. And they don't have to be doing an operational job. They don't have to be out on the fence line. The people who drive the ferry work about 16 hours a day."

Fitzgerald will be the first to tell you that it's the people at Gtmo who are the nucleus of the naval base—that it is

they who make Gtmo such an important facility for the Navy, that without their dedication, Gtmo's strategic location would mean nothing.

But as a wearer of "three hats" at Guantanamo Bay, his is no small job either.

"I think this is the best job in the Navy for a captain," Fitzgerald said. "It involves everything—operations, intelligence, being mayor of a city of 7,000 and then a lot of visitors besides when we have a lot of ships in. It's everything from worrying about potholes to worrying about defense of the base. The job spans a large area."

The naval base will mark its 80th anniversary in December. Unless the needs of the Navy's Atlantic Fleet and the geopolitical importance of the Caribbean and Central American area change, this base on a communist island in the Caribbean will continue to play a significant role in the future.

—By JOI Gary Hopkins

## Our Agreement with Cuba

Back at the turn of the century during the Spanish-American War, U.S. Marines landed at Guantanamo Bay to establish a base for naval operations in the campaign against Santiago de Cuba, 40 miles to the west. After the war, in 1903, an agreement was signed allowing the United States to use a 45.4 square mile parcel of land at Guantanamo Bay. The agreement bore the signatures of President Theodore Roosevelt and Cuban President Tomas Estrada Palma.

The original agreement between the United States and Cuba was reaffirmed by a treaty signed in 1934 as part of President Franklin D. Roosevelt's Good Neighbor Policy. The 1934 treaty has nine points of interest to the United States and its relation to Cuba. In essence, they are:

1. Cuba's ultimate sovereignty over naval base territory is recognized.

2. The period of U.S. occupancy is

left indefinite. The lease can be voided only by the United States abandoning the area or by mutual agreement of the two countries.

3. The United States does not have the right of further expansion of the base and will accordingly maintain boundaries by a well-marked perimeter fence.

4. No person, partnership or corporation shall be permitted to establish or maintain a commercial, industrial or other enterprise on the base. (There is a Baskin-Robbins on base at the mini-mart, but it is operated through the Navy Exchange, it is not a private franchise.)

5. The base cannot be used as a safe haven for fugitives wanted under Cuban law. Such individuals shall be delivered by the United States upon demand to duly authorized Cuban authorities.

6. No material, merchandise stores

and munitions shall be transported into Cuban territory.

7. Free access to Cuba through the bay with her trading partners is guaranteed. (Soviet merchant ships can often be seen transiting through the lower part of Guantanamo Bay where the naval base is located, and traveling to Cuban ports such as Boqueron in the upper bay.)

8. To compensate for the use of the land on which Naval Base Guantanamo Bay is located, the United States tenders an annual check of \$4,085 to the Cuban government. (However, since Fidel Castro came to power in 1959, only one check has been cashed and that in his first year of full control of Cuba.)

9. Finally, the treaty specifies that Naval Base Guantanamo Bay cannot be used as a port of entry or exit to Cuban sovereign territory.



# After the Rockets' Red Glare

Following a night of bombardment by enemy rockets, aggressor forces approached the final defense line of U.S. Naval Base, Guantanamo Bay, Cuba, shortly after sunrise on a Saturday morning.

The enemy's advance was slow but steady, supported by the bombing raids of aircraft swooping low and releasing their weapons, then banking and pulling up to disappear behind the mountains.

Dug in on a strategic hill overlooking the base was Gtmo's November Company, a front-line rifle team of about 180 sailors who augment the base's Marine Ground Defense Force.

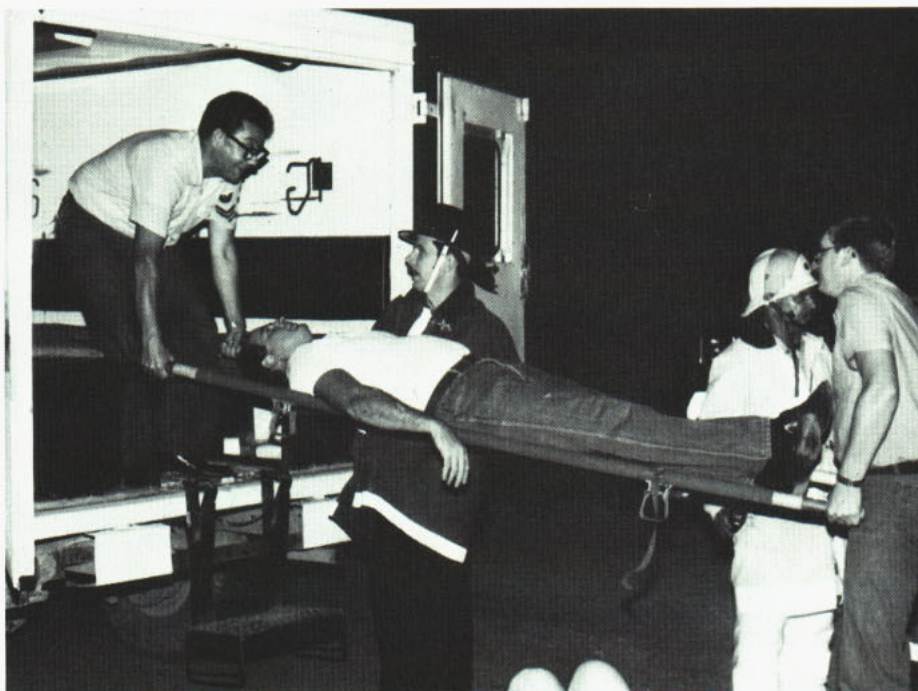
That's what it was like during the final hours of Gtmo's first defense exercise in 1983—an exercise begun the preceding evening when a "doomsday squad" of Gtmo damage control observers began simulating bomb plantings, heat-cartridge explosions, gas attacks, rocket hits and fires at various points on the base.

The aggressors, played by Quebec Company, a platoon of sailors who augment the MGDF on the leeward side of Gtmo, then began their march on the base. They took the assault seriously. One aggressor was heard to brag: "If we were the Cubans, everyone on the base would be starting Spanish classes Monday night."

But by the time DefEx was over, the aggressor losses included 27 confirmed "killed in action," another 35 estimated "killed in action," 40 "wounded," three "captured," and four tanks "destroyed." The braggart of the night before, who incidentally had been "killed," admitted that, "in a real-life situation, I wouldn't have wanted to be in my position."

"We whipped 'em good!" said Marine Corps Captain Steve Womak, November Company commanding officer. "We held our position."

November Company losses were three "killed in action" and two "wounded."



In addition to defending Gtmo, evacuating civilians from the base and setting up a hospital in an underground bunker were vital phases of the defense exercise. Evacuees were transported to USS *Concord* (AFS 5), and the makeshift hospital began treating "casualties" of the battle.

Marine Corps Major William F. Broderick, MGDF operations officer, said that although an attack on the base by Cuba is "highly unlikely, the DefEx provides good training in defense tactics for the Marines who man the first line of defense. Basically we're looking for our weak points, so we prepare for the worst."

The now quarterly defense exercises on Gtmo actually began in 1953 when similar drills were held primarily for training and to test readiness in case of a hurricane or other natural disaster.

The exercises paid off during the Cuban Missile Crisis. At 10 a.m. on Monday, Oct. 22, 1962, dependents and many civilian employees were given the order to

*One of many military "casualties" during Gtmo's DefEx is lifted into a waiting ambulance by medical and fire department workers. Photo by PHAN Tony Kealy.*

evacuate the base. They embarked on four ships and were well on their way to Norfolk, Va., when President John F. Kennedy announced that evening on national television that Soviet missiles were present in Cuba.

Those who remained at Gtmo went about their business with rifles slung over their shoulders. A CNO message of Nov. 2, 1962, described Gtmo as "once a community with overtones of suburbia, the base now has all the earmarks of an armed camp. . . ."

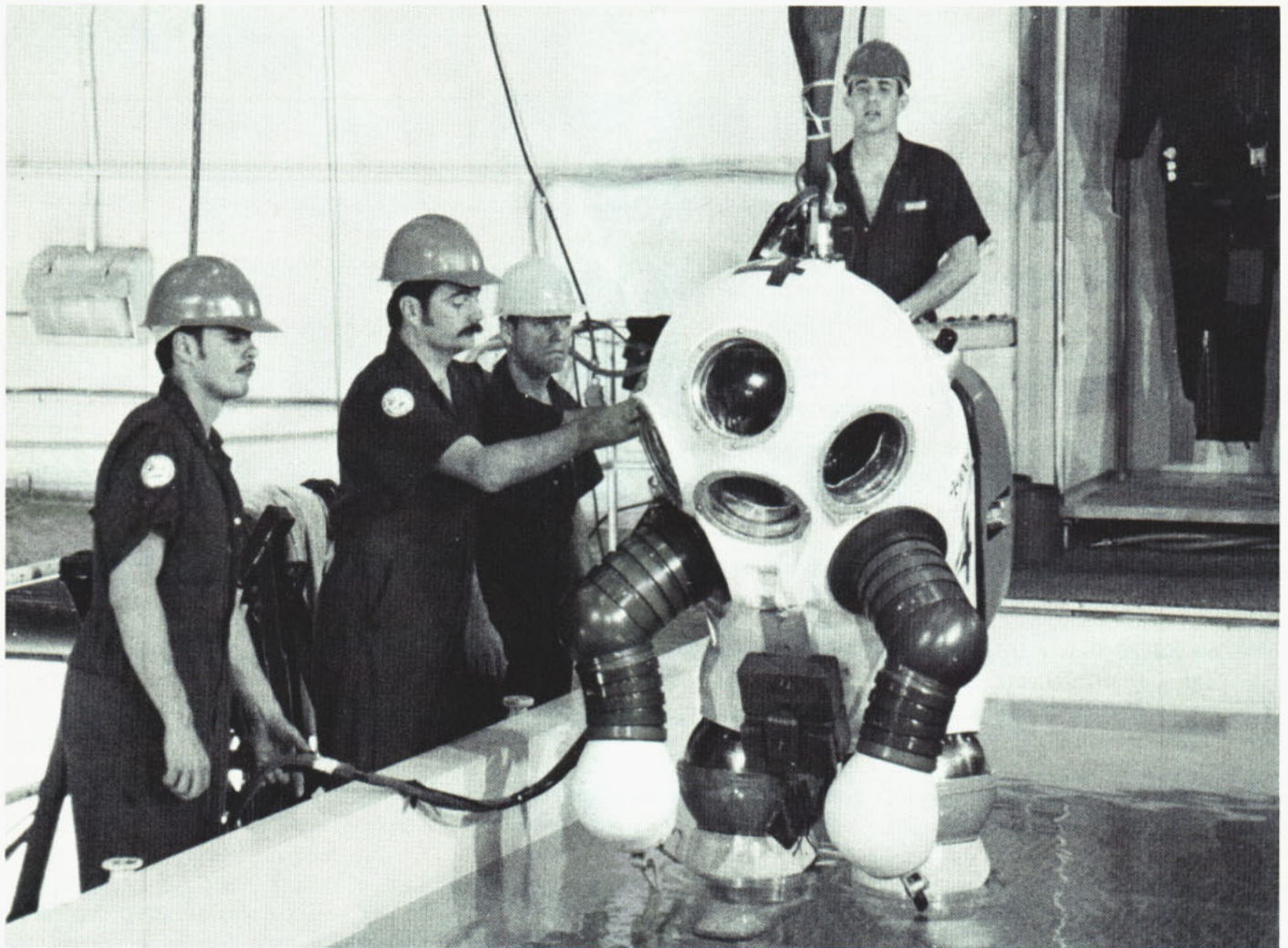
The value of the exercises in preparing for the unexpected had been reinforced during those tense days in 1962, and, as a result, the DefExs continue today.

—By JO2 Lee Holloway



# Research Saves Lives in Combat

By Capt. James Vorosmarti Jr. and Cmdr. V. Schinski  
NMRI, Bethesda, Md.



It began as a simple idea almost 50 years ago. One Navy doctor, Lieutenant A.R. Behnke Jr., was assigned to a Navy ship, USS *Nevada* (BB 36), to study the effects of heat stress on sailors at sea.

Today that simple idea has grown to a highly sophisticated medical research program of which the Naval Medical Research Institute in Bethesda, Md., is an

integral part. There, doctors and medical technicians probe the medically unknown to discover better ways of keeping Navy people healthy and treating those who are wounded in combat.

The transition was made possible at least partially by Behnke, whose initial duties were expanded to include further medical studies aboard USS *Tuscaloosa* (LST 1187)

*NMRI staff members conduct a physiological and human engineering assessment of "Jim," a diving system designed to work at depths down to 1,500 feet.*

and USS *New Orleans* (LPH 11). Behnke's reports were sent to Rear Admiral R.T. McIntire, Surgeon General of the Navy at the time.

Admiral McIntire, unknown to Behnke,





*A physician of the Naval Medical Research Institute prepares an aorta for freeze-drying and storage in the Tissue Bank; bone, skin, dura and blood vessels are collected, processed, stored and distributed by the institute to treat casualties. Techniques for the long-term storage of tissues were developed and perfected at NMRI.*

shared the results of that on-board medical research with President Franklin D. Roosevelt, who had a great interest in ship-board life. It was at the request of Behnke—and with the approval of both Admiral McIntire and President Roosevelt—that the first plans were made (in 1939) to incorporate a medical research facility into the new Bethesda Naval Medical Center.

Like the medical research program itself, the institute's origin was modest. A staff of 13 officers and 50 enlisted men began in 1942 to conduct basic and applied research concerned with health, safety and efficiency of naval personnel.

The institute grew slowly as it acquired new duties. During World War II, for example, the institute focused its research on trying to solve immediate problems of the fleet. During that time extensive studies were performed on protective clothing, aviation oxygen equipment, the physiological effects of tropical environments—among other subjects—and the desalinization of sea water.

Immediately after that war, institute researchers began to study the sites and survivors of nuclear blasts. The results of their research included a much-improved method of treating people exposed to radiation which led to the establishment of the Armed Forces Radiobiology Research Institute.

Then, upon conclusion of the Korean War, when immediate solutions to operational problems were no longer required,

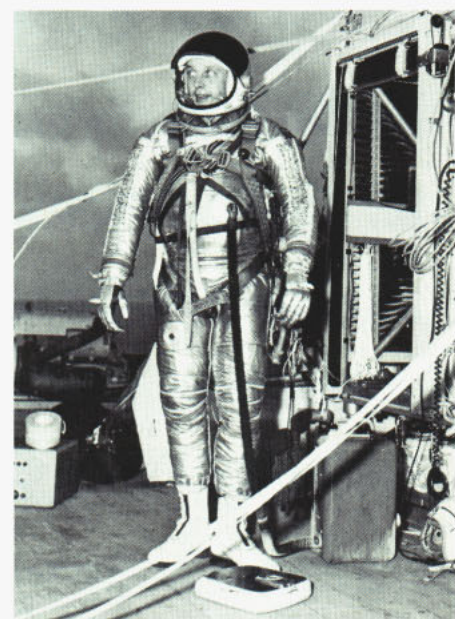
the institute changed the focus of its research to long-term studies, such as the storage and transplantation of tissues for combat casualties. Thus was born the Tissue Bank, which has been used as a model for setting up tissue banks throughout the world. Research done at NMRI in gene coding and tissue matching to prevent graft vs. host disease has been basic to much of the advances of this science during the past 15 years.

The institute's new focus also led to a detailed study of how to improve the treatment of shock, caused either by infections following severe wounds or by extreme blood loss, in wartime conditions. From this study, a better method of treating severe facial wounds was developed. That method was the subject of a textbook written by institute specialists, which has gained international medical acclaim.

In recent years, the institute has also become known for its research in diving physiology. The Hyperbaric Research Facility, which is the most sophisticated diving facility in the world, allows researchers to study the adverse effects of pressure and gases on divers down to 3,330 feet. That facility was dedicated in 1981 in honor of Behnke, now a retired captain, who cut the ribbon with his diver's knife in front of the new building at the dedication ceremonies.

Furthermore, the institute—which now boasts a staff of 72 officers, 146 enlisted people, 31 civilian scientists and 139 civilian support and technical personnel—

has led the world in the development of vaccines for typhus and malaria. As the result of its research and surveillance activities in that area of medical research, the institute—in conjunction with the World Health Organization—has been credited with much of the marked decrease of infectious disease casualties during the past 40 years.



*Lt. Cmdr. V.A. Prather Jr., an institute flight surgeon, who was drowned in 1961 during the recovery of the Strato-Lab, a space flight project which studied the physiological effects of altitudes. Prather was posthumously awarded both the Distinguished Flying Cross and the Harmon International Trophy.*

In addition to the main institute in Bethesda, where the new Hyperbaric Research Facility is also located, NMRI also operates a toxicology detachment at Wright-Patterson Air Force Base in Dayton, Ohio, and an infectious disease detachment which opened this year in Lima, Peru.

Thus, through its medical research, the Naval Medical Research Institute continues to provide valuable information and products which lead to increased efficiency, and the health and safety of Navy and Marine Corps people.



# Bearings



**VR-55 women 'man' flight.** When Fleet Logistics Support Squadron 55 of Naval Air Reserve Unit, Alameda, Calif., logged its 30,000th hour of accident-free flying recently, "The Minutemen" took an about-face as well, since the record flight was made by the Navy's first all-women crew ever to fly the McDonnell-Douglas C-9B Skytrain. The crew from left to right: Aviation Machinist's Mate Second Class Rebecca H. Jacoby, Aviation Electrician's Second Class Caryl A. Hathaway, Aviation Electrician's Second Class Virginia A. Hale, Lieutenant Patricia A. Welling, Lieutenant Jean M. Rummel, and Aviation Machinist's Mate Second Class Michele G. Pawlicki.

—Photo by PH1 Thomas A. Berault  
NARU, Alameda PAO

## Navy Pubs for Sale

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## Good Idea Brings Cash

Two USS *John F. Kennedy* (CV 67) boiler technicians, BT2 Brian Bahouth and BTC Johnny Johnson, designed a fresh water drain collecting tank for use in the ship's bilges. With the tank, known as "Level Control, Pneumatic Representation," sailors need not go into the bilges to operate the equipment.

The unit they conceived "to make our own jobs a little easier" will save the Navy an estimated 2,084 man-hours and as much as \$30,828 per year. The unit may be added on other carriers. Bahouth and Johnson shared a bonus of \$342 each for the project's development. In addition, their names appear on the Navy patent.

Bahouth is now aboard USS *Pharris* (FF 1094). Johnson is still assigned to *Kennedy* and is a member of the ship's Automatic Boiler Control Division.



**Petty Officer Felix J. Deneau** won first place in the 1982 Southern Pacific Regional Talent Contest. While serving aboard USS *Ajax* (AR 6), Deneau's impersonations of celebrities won him first place in the regional talent contest in 1980 and runner-up in 1981. Captain Ronald Kerslake, commanding officer of *Ajax*, said, "Deneau is quiet, unassuming and totally different on the job than he is on stage. We are very proud of him and glad to have him on board." Deneau intends to continue his entertainment career. "Being on stage makes me feel alive," he said. "I want to collect more personalities so I can keep on entertaining and make others laugh."



## Keeping Clean on Blue Ridge

Back in the "old-old" Navy, sailors at sea rarely washed their clothes. But when they did, they used salt water. In the days of sailing ships, fresh water was too scarce to be wasted on cleanliness.

In the "old" Navy, sailors moved up a notch. Fresh water was available for laundry purposes—in limited quantities—and sailors were able to keep their uniforms shipshape—with scrub brush and bucket.

It's not like that today, especially aboard the Seventh Fleet flagship USS *Blue Ridge* (LCC 19). In fact, if those old salts from bygone days could see the personal services available aboard *Blue Ridge*, astonishment would be a mild term for their reaction.

Senior Chief Ship's Serviceman Nelson Calimlim is the leading chief of the supply department's S-3 division.

"Service to the crew is what the ship's serviceman rate is all about, and I think we have a good operation here," he said. "We operate two ship's stores, two barbershops, soft-drink vending machines and the laundry. I think the laundry is one of the best services the crew has; these are the best facilities I've ever seen on a Navy ship."

The plant consists of separate dry cleaning and laundry sections, and production statistics are impressive. They can handle up to 3,000 pounds of laundry a week and press as many as 500 shirts and trousers a day.

"Working here is a challenge," said Ship's Serviceman Second Class Robert Warren, shop supervisor. "We have a large daily workload, and it increases when task force commanders' staffs come aboard for exercises. But we always provide one-day service."

With equipment similar to that of large civilian laundries ashore, the plant provides twice-a-week laundry and daily dry-cleaning service to ship's officers and chief petty officers. Crew's laundry is collected twice a week and crewmen can also deliver their dry cleaning to the shop on a daily basis, if they desire.

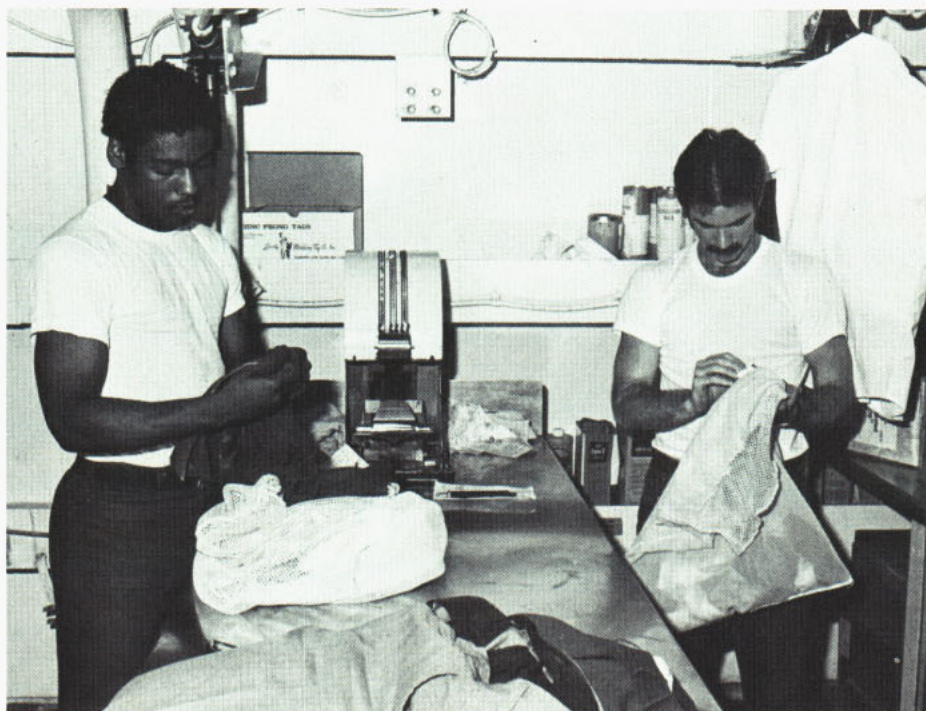
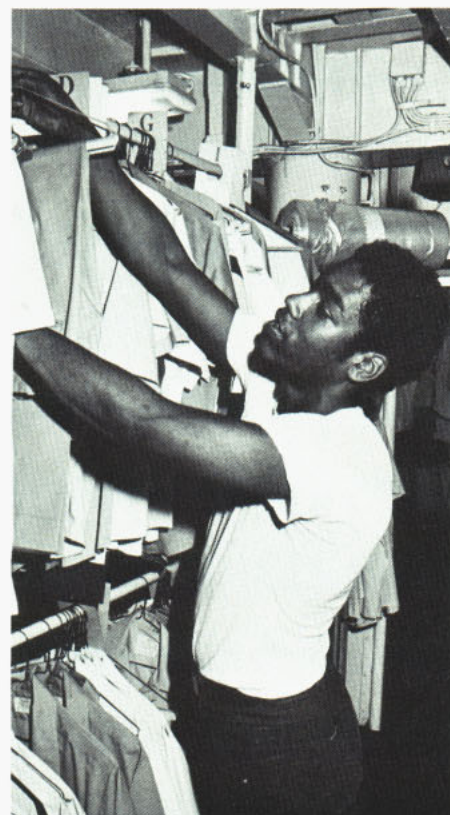
One unique feature aboard *Blue Ridge* is a self-service Laundromat for the crew. Anytime after 4 p.m., crewmen have the option of doing their own laundry and uniforms.

"I know of only one other ship in the Western Pacific that has a self-service laundry," Calimlim said. "We have six washers and five dryers aboard, with free soap and bleach available. It's a good deal."

The quality of work and the pride that the laundry crew takes in their job is evident in the fact that in a recent six-month period, only two articles of clothing were lost and there have been no damage claims.

"I think the best thing we have going for us is our people. I've got some fine sailors working for me. The best system in the world isn't worth anything unless you have good people to run it, and I think I've got the best," Calimlim said.

—ComSeventhFlt, San Francisco



SHSN Myron Beckham (top) and SHSN Dinnis Clements (with Beckham above) help provide *Blue Ridge* crew members with one-day laundry service.



# Bearings

## Hoel Helps Down Under



Nearly half of the crew members aboard guided missile destroyer USS Hoel voluntarily gave up their liberty time during a port visit to Melbourne, Australia, to help clear the devastated city of Macedon. Photo courtesy Melbourne Herald.

A devastating brush fire in southern Australia last February left hundreds of people homeless and more than 70 dead. Macedon, Victoria, a small community of 1,500 people located just outside of Melbourne, was one of the worst hit.

The guided missile destroyer USS *Hoel* (DDG 13), homeported in San Diego, was operating in the Southern Pacific near Australia when the tragedy occurred. Touched by the generous hospitality the Australians had displayed during *Hoel*'s recent port visits, the crew members felt moved to lend aid to the victims.

What began as an attempt to raise \$1,300 (symbolic of the ship's hull number) snowballed into an effort that brought in more than \$4,200. Wanting to do even more, crew members asked the American consulate for ideas on how they might help during their scheduled four-day visit to Melbourne. The American consul general, Jim White, responded immediately

with a plan to help clean up Macedon.

News of *Hoel*'s intended participation quickly spread. Local military forces pro-

vided transportation; a radio station donated wheelbarrows, shovels and chain saws; local stores and bake shops provided lunch; and a proprietor of a fast-food restaurant served an evening meal.

By day's end, some 100 *Hoel* crew members had cleared debris and rubble from more than 10 areas. Working side by side with local Boy Scouts, they also rebuilt a hall for Scouts, church and civic groups to meet temporarily until the buildings could be restored.

A celebration followed as residents and crewmen dined and danced the evening away.

—Story by Ensign Bob Monette and  
JOSN Gabriel Chavez

*Hoel* crew members FTG2 Michael J. Delisle, ET2 David B. Sherlock and BT2 Robert M. Bousquet (left to right) clear rubble from one of many sites in Macedon stricken by a bush fire that ripped through southern Australia last February. Photo courtesy Melbourne Sun.





## Reluctant Hero

"I didn't feel I did anything special," said Aviation Maintenance Administration-man Second Class John S. Mungo when presented with the Navy and Marine Corps Medal for heroism. "I just did what anyone would have done in the same situation."

While on liberty in Gibraltar, Mungo was swimming in Catalan Bay when a sudden change of wind, current and sea conditions threatened a woman struggling to stay afloat farther off shore. As mentioned in the citation he received, "With complete disregard for his personal safety and fully aware of the dangers involved, Petty Officer Mungo returned some 200 yards seaward to the drowning woman, calmed her and returned her safely to shore."

The woman, Mrs. Barbara Kernall, a resident of Gibraltar, thanked Mungo, and he went on his way. Later, though she had neglected to find out Mungo's identity, she wrote British authorities suggesting a commendation for the sailor's heroic act. Patrol Squadron 23, deployed overseas and operating out of Gibraltar at the time of the incident, was contacted. Mungo's department head, Lieutenant Commander Guy Higgins, said, "When we narrowed down the list to those people who could have been the rescuer . . . Mungo reluctantly admitted he had saved the woman. We were excited it turned out to be him."

Rear Admiral Edward A. Wilkinson Jr., Commander, Patrol Wings Atlantic, presented the medal and a certificate signed by the Secretary of the Navy during a special ceremony at Patrol Squadron 23's hangar, Naval Air Station, Brunswick, Maine, on April 1.

Mungo is Patrol Squadron 23's maintenance department logs and records yeoman. According to Higgins, "Petty Officer Mungo is one of the top performers in the squadron. He's also a nice guy, and someone anyone would want to have working for him."

## Navy's National Apprenticeship Program Adds Three Ratings

The Navy's National Apprenticeship Program, which began in 1976 under an agreement between the Secretary of the Navy and the Secretary of Labor, initially consisted of three ratings: mess management specialist, photographer's mate and instrumentman.

In 1982, boiler technician, aerographer's mate, electrician's mate, machinery repairman and molder were added. This year, in May, three new ratings were instituted under the apprenticeship program: aviation electronics technician, aviation electrician's mate and machinist's mate.

The idea behind the program is to develop highly skilled Navy-oriented journeymen who will continue to use their technical skills and knowledge in the Navy. At the same time, the training will also improve their qualifications for employ-

ment in the civilian world later in life.

Kenneth Tellier, naval education and training program coordinator for the apprenticeship program, believes that as apprentices complete their programs they become better performers for the Navy. He also feels the program is an effective way to keep the trained petty officer in the fleet.

According to the Department of Labor, studies have shown that workers who complete apprenticeship programs are more highly trained, work more steadily, learn their jobs faster and are more likely to be supervisors than are workers trained in other ways. This has resulted in more highly skilled, more productive and safer workers.

About 55 sailors have earned certificates of completion since the Navy's apprenticeship program began.



AZ2 John Mungo in front of a P-3 Orion.



# Bearings

## NRL Marks 60 Years of Research

The Naval Research Laboratory in Washington, D.C., marked 60 years of undertaking scientific research for the Navy and nation on July 2. The laboratory was based on a concept proposed by the famed inventor, Thomas Edison, for a research facility where civilian scientists could pool their knowledge and performance to develop improved technology for the Navy.

The laboratory's modest beginning in 1923 consisted of five buildings and a few handpicked scientists working in two major areas of research—radio and underwater sound. Today, the laboratory's main site has more than 150 buildings and structures situated on 135 acres of land. The work force consists of more than 3,000 full-time civilian employees.

NRL is charged with conducting research, translating the results of this re-

search into technology, and transferring this technology to other Navy activities and industry so that it can be incorporated into military systems. To accomplish its mission, NRL conducts a broadly based, multidisciplinary program of scientific research and advanced technological development directed toward new and improved materials, equipment, techniques, systems and related operational procedures for the Navy and Department of Defense.

Over the past 60 years, NRL has set a remarkable track record of achievement—a record that its professional staff today is striving to extend into the second half of NRL's first century. Highlights of NRL research include:

- Discovery and development of radar,
- Development of effective air purification systems for submarines,

- Launch of the first rockets carrying scientific instrumentation above the earth's atmosphere,

- Development of a process for separating uranium isotopes (an important step in nuclear energy),

- First radio signal bounced off the moon (paving the way for satellite communication systems),

- First lunar-based space observatory (*Apollo 16*),

- Project Vanguard, and

- Development of the skip-distance theory (paving the way for naval long-range radio communications).

Other significant developments have been made in electronics, plasma physics, electronic warfare, underwater acoustics, solid-state physics, chemistry, fiber optics and metallurgy.

## Giving When It Counts

"Your blood is something only you can give, and I'm glad I have the opportunity to donate," said Sonar Technician (Surface) Seaman Curtis Geus.

"It gives me a good feeling being able to share with the Greek people something as valuable as my own blood. It's like giving them a small part of myself," Yeoman Seaman Rick Gibson added.

Geus and Gibson were only two of more than 40 crew members from the Navy's newest nuclear-powered guided missile cruiser *USS Arkansas* (CGN 41) who gave blood during a port call at Athens, Greece, in response to an American embassy appeal to donate "the gift of life."

Eight members of the Greek chapter of the International Red Cross were welcomed aboard *Arkansas* to conduct the drive. The language barrier was bridged by friendship and cooperation.

Like other crew members who helped replenish the local blood bank, Chief Hospital Corpsman Clark Hitchcock summed up his feelings after participating in the blood drive. "For me, being able to help people is what being in the United States Navy and the Hospital Corps is all about."

—By JO3 Gus Paul



**Five-year-old Carl Munson, the Tidewater (Va.) March of Dimes Child,** is designated an honorary *USS Barney* (DDG 6) destroyerman by *Barney's* commanding officer, Commander Grant D. Fulkerson. Carl's mother, Christine (far left) and March of Dimes representative Louise Olsen join crew members in giving the newest *Barneyman* a round of applause. *Barney's* donation of \$1,521 was one of the largest contributions made by a Navy ship in the Tidewater area. Photo by JO2 E. Foster-Simeon, *USS Barney* (DDG 6).



## Seabees Arrive in Costa Rica

The temperature in the tiny Costa Rican port of Caldera climbed to 105 degrees in the midday sun as USS *Charleston* (LKA 113) offloaded a 22-man U.S. Navy Seabee detachment and 32 pieces of equipment destined for a civic action project in the northwest province of Guanacaste.

Minutes after *Charleston* pulled alongside the pier, the Seabees—part of Naval Mobile Construction Battalion No. 1 out of Gulfport, Miss.—and ship's crew went to work unloading the heavy equipment. The job took the better part of 12 hours, plus lots of coordination among the ship's crane operators.

Early the next morning, the convoy

headed for Santa Cruz, 130 miles north of Caldera. That afternoon the Seabees were met by townspeople who had formed a parade complete with a band and high school students waving flags and banners.

A welcoming ceremony was held in the town's plaza with official greetings by Costa Rica's Vice President Armando Arauz, U.S. Ambassador Francis J. McNeil and other officials.

Lieutenant Kenneth Moncayo, officer in charge of the detachment, said, "We're very happy to be able to work jointly with the government of Costa Rica in helping the people of this drought-stricken area. We see ourselves as ambassadors spread-

ing American good will."

The civic action project, which includes drilling 30 4-inch diameter wells within a 30-mile radius of Santa Cruz, will take about 120 days.

The drought relief project follows a visit to Costa Rica last December by President Ronald Reagan, who received a request from Costa Rica's President Luis Alberto Monge for Seabee assistance for the drought-ravaged area. Guanacaste province is a major producer of livestock, sorghum, rice and other crops. The province has been suffering from drought conditions since June 1982.

—By Lt.j.g. Becky Beckham  
NavSta Panama



**Extra Cash.** Aircrew Survival Equipmentman Third Class Cornelia White earned \$500 for her suggestion to improve the service life of the baro-release lanyard on the NB7 parachute. Her idea to cover the entire cord with a protective covering, reducing wear and tear on the lanyard, could save the Navy as much as \$8,000 every 2½ years for each squadron using this parachute assembly. White got her idea while stationed at Fleet Air Reconnaissance Squadron Two in Rota, Spain.



**Navy Family.** For retired Chief Aviation Machinist's Mate Paul Gonyon and his wife, Polly, the Navy is more than tradition—it's a way of life. Of their children from two marriages, four sons are in the Navy and, in two years, their daughter—a member of her high school NJROTC unit—plans to enter the Navy after graduation. "I explained the advantages of a military career to all my children knowing it would give them invaluable knowledge and practical training," said Gonyon. Gonyon said he never pushed his children to join the Navy, but he's happy they did. Members of the Gonyon-Harper clan are (l-r): Tammy Gonyon, Airman Apprentice James Gonyon, Lieutenant Michael Harper, Airman Apprentice Aviation Machinist's Mate Eric Gonyon, Aviation Electronics Technician First Class Daniel Harper, Polly Gonyon, Chief Aviation Machinist's Mate Paul Gonyon, USN-Retired.







# Harpoon Goes with the Fleet

The men of the U.S. Navy and the *Harpoon* weapon system form one of the most potent anti-ship capabilities in the world. Simple and reliable, yet versatile and lethal, the HWS provides the Navy with a long-range, all-weather, anti-ship missile.

HWS is the only such system in the world which can be employed from surface, submarine and air launch platforms.

Anti-ship cruise missiles have a long history that includes actual combat employment. The first ship in history to be sunk by such missiles was the Israeli destroyer *Elath* on Oct. 23, 1967. *Elath* fell victim to three Soviet-built, Egyptian-fired, *Styx* missiles.

Anti-ship missiles were successfully used by India in a brief war with Pakistan in December 1971.

Two years later, October 1973, Israeli missile boats equipped with *Gabriel* missiles engaged and defeated *Styx*-equipped Egyptian and Syrian missile boats. The recent performance of the French-built *Exocet* missiles employed by Argentina against the Royal Navy during the Falklands conflict leaves little doubt as to the effectiveness of anti-ship missiles.

It is significant that the *Harpoon* missile represents a new generation of anti-ship

missiles, far outranging these missiles and carrying a larger warhead than the *Exocet* and *Gabriel*.

The *Harpoon* weapon system was designed to deliver a large lethal warhead against both line-of-sight and over-the-horizon targets. Its maximum range exceeds that of the majority of weapons likely to be used by surface threats against *Harpoon* launch platforms. Additionally, *Harpoon* provides an all-weather, anti-surface warfare capability.

*Harpoon* may be launched from aircraft or fired from the torpedo tubes of submarines. Surface ships may launch *Harpoon* missiles from MK-112 ASROC launchers, from MK-11 double-arm and MK-13 single-arm missile launchers, and from specially designed, virtually maintenance-free, canister launchers.

The *Harpoon* missile flight profile consists of three phases: initial, midcourse and terminal.

The initial profile is dependent upon the type of launch platform; however, its purpose is to achieve cruise flight conditions. During the midcourse phase, the missile is guided at a very low "sea-skimming" altitude to a predetermined point at which its active radar seeker turns on. The terminal phase of flight begins when the seeker acquires a target.

The warhead of the *Harpoon* is designed to inflict massive destruction. The pure kinetic energy of the missile at impact is equal to that of a 65-ton vehicle traveling at 60 mph. Impact is followed by the det-

onation of a 500-pound blast/fragmentation warhead.

In every U.S. Navy *Harpoon* test firing, such massive damage was inflicted that the target would have ceased to be an effective fighting unit.

Integration of HWS is simplified through maximum use of existing shipboard systems and equipment together with the command and launch set. Missile controls and displays are co-located with existing fire-control equipment.

The *Harpoon* missile is designed whereby no missile maintenance is per-

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## Commanding Officers' Reports

- "Performance of HWS continues to be excellent."  
USS *Hewitt* (DD 966)
  - "HWS continues to remain the most reliable of all. First casualty since commissioning was analyzed and corrected in 20 minutes."  
USS *Samuel E. Morison* (FFG 13)
  - "*Harpoon* system has continued to function flawlessly."  
USS *Merrill* (DD 976)
  - "HWS operated flawlessly throughout this quarter."  
USS *Truxtun* (CGN 35)
  - "HWS has been excellent in operation and maintenance this quarter, with no downtime."  
USS *Trippe* (FF 1075)
- 

*Harpoon missiles can be launched from aircraft, submarines and surface ships. The canister launcher on this Spruance-class destroyer is virtually maintenance-free. Missile and ASROC launchers can also be used to launch Harpoon missiles on surface ships.*



# Harpoon

formed aboard ship. All maintenance is performed at naval weapons stations or at McDonnell Douglas Astronautics Company plant in St. Louis.

System-related maintenance is kept at a minimum due to:

- Diligent efforts to design for reliability.
- Use of proven military grade solid-state components where feasible and extensive development testing.
- Quality assurance in prime and subcontractor plants.
- Aggressive corrective follow-up action on fleet identified problems.

Failure rates of HWS are extremely low. The composite operational use availability, including logistic delays, is .974.

No additional people are required to maintain or operate HWS. Maintenance is performed by shipboard people who are assigned a secondary *Harpoon* Navy enlisted classification code after a relatively short training period. Operation of HWS is conducted by the normal combat systems team.

Various targeting methods including radar, sonar, electronic surveillance measures, third party (such as *LAMPS*, P-3 and other aircraft) and visual inputs all may be used. Thus, *Harpoon* firings become a team effort with nearly everyone on board involved to some degree.

Since HWS is the first weapon system

common to the surface, submarine and aviation communities, its employment is truly a fleetwide team effort.

HWS consists of the *Harpoon* missile and command launch subsystem which varies with different platform types. Surface ships use the *Harpoon* ship command launch and control set (HSCLCS). Submarines are equipped with the MK-117 fire control system launch set (EHCLS). P-3 aircraft use the *Harpoon* air command launch set (HACLS); A-6 aircraft use their existing fire control system.

The simplicity and reliability of HWS is best illustrated by a brief description of HSCLCS. HSCLCS can be installed on virtually any Navy ship and relies upon the *Harpoon* control console (HCC) as the key interface between electronic equipment and the missile.

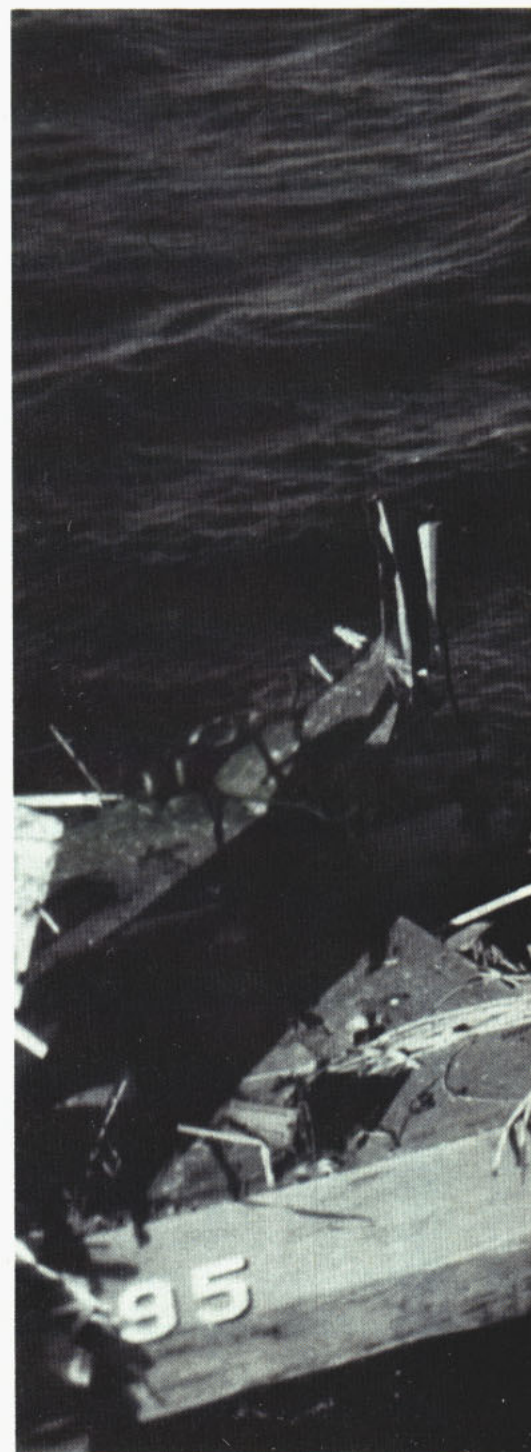
It is equipped with a general-purpose minicomputer which is also used in the *Harpoon* air- and submarine-launch platforms. The most outstanding feature of HSCLCS is its ease of operation. This is brought about by using sophisticated electronics interacting between the complicated ship's equipment and the *Harpoon* missile.

*Right: The impact of a Harpoon missile, combined with the detonation of its 500-pound blast/fragmentation warhead, wreaks massive destruction on a target. Below: Harpoon-carrying patrol boats add a new dimension to naval warfare.*

HSCLCS uses the existing ship's systems to provide power, navigational data and targeting data. The data is evaluated to determine whether the missile is capable of hitting the target. If HSCLCS gives the go-ahead signal, the HSCLCS operator turns the firing switch to launch the missile.

All this, from HWS power up to missile away, happens in a matter of seconds.

The HSCLCS operator knows exactly





what the system is doing at all times. Targeting and navigational data are exhibited on numerical displays and the system status on indicators. If any trouble occurs, these displays and indicators identify the location of the malfunction.

If there is a failure, HSCLCS will identify its own faults—greatly reducing trouble-shooting time. Upon application of power, the computer and HCC automatically perform a complete self-test which

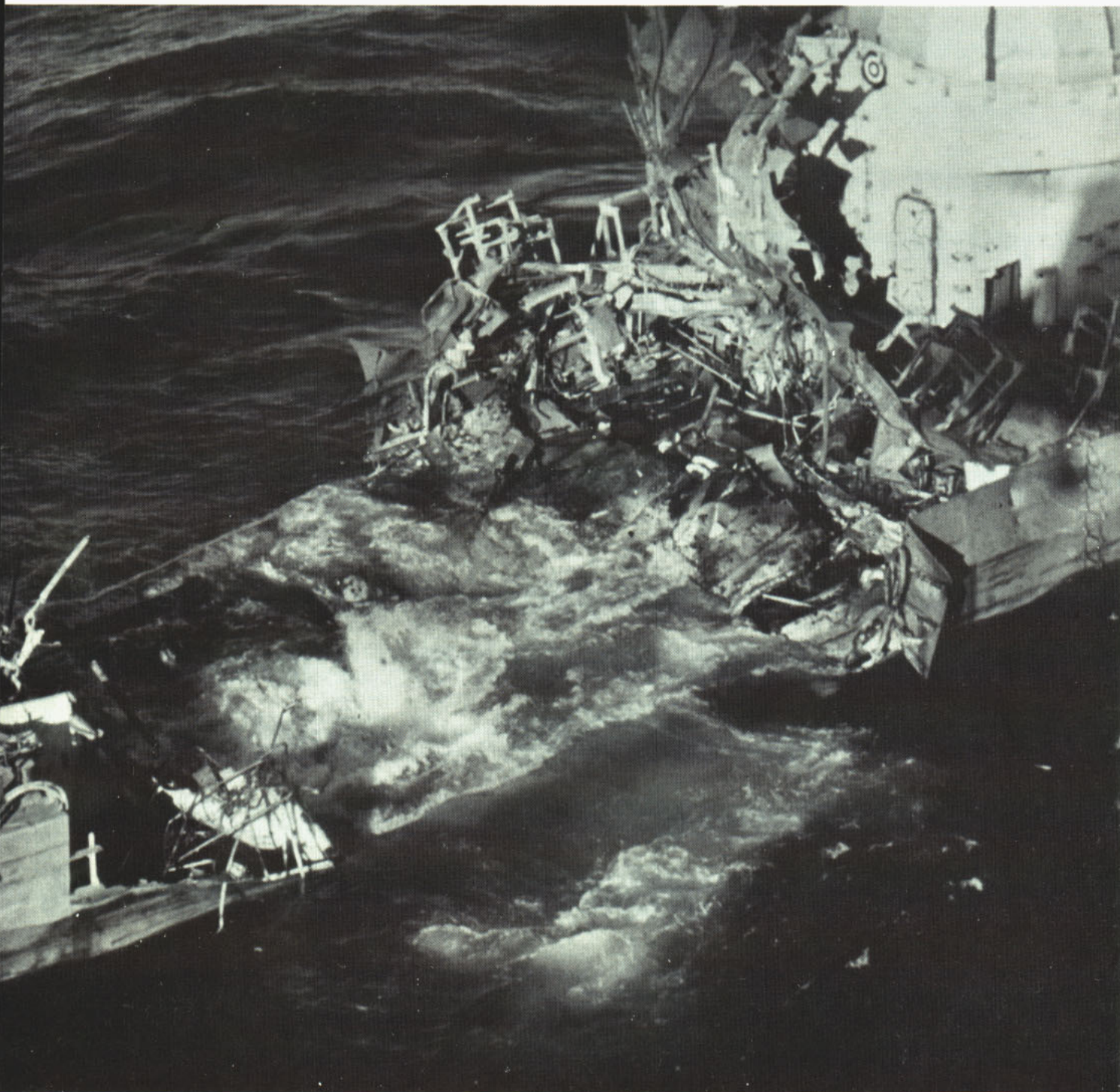
will detect almost all (97 percent) of the failure modes. The computer self-test includes a memory check sum test, instruction operational test, interrupt tests, and loading and unloading operation into the serial and parallel input/output channels.

HSCLCS also has the capability of conducting missile self-test. The operator depresses an HCC switch to initiate the test which is conducted with the missile by its on-board computer.

It's simple; it's reliable. Yet it's versatile and lethal.

*Harpoon* goes with the fleet—whether launched from aircraft, submarines or surface ships. As an all-weather, sea-skimming missile with over-the-horizon range, *Harpoon* provides a new dimension of fire power, accuracy and survivability for the fleet through the 1990s.

—Naval Sea Systems Command





# Currents

## *New drug education film available*

A new color motion picture, "Danger Ahead: Marijuana on the Road," was added recently to the Navy film system. A limited number of copies of the 30-minute, commercially produced film are available for temporary loan to fleet units from naval education and training support centers.

This film presents data on the physical and psychological impairments caused by use of mari-

juana and other drugs. Authorities in the field and young people who have been involved in serious drug-related auto accidents address the legal, physical and social hazards of driving while under the influence of drugs.

The film may be requested in accordance with procedures contained in OPNAVINST 3157.1 using film identification number, DN 504303.

## *SCORE offers training opportunities*

The Selective Conversion and Re-enlistment program offers guaranteed incentives to individuals converting from overmanned to undermanned ratings.

The SCORE program guarantees assignment to class "A" school with an immediate change of rating upon graduation. In addition, if available, class "C" school is also guaranteed upon completion of at least one year of on-the-job training in the new rating. SCORE participants are automatically advanced to E-5 upon successful completion of the class "C" school, provided members are otherwise eligible for advancement.

Some members may also be eligible for the selected re-enlistment bonus.

Individuals participating in the SCORE program are required to extend their enlistment until the graduation date from the "A" school and to re-enlist for six years after conversion. SCORE conversion may be authorized for service members with between 21 months and 15 years of active-duty service who have not more than one year until the extended end of active obligated service date.

For further information on the SCORE program, see your Navy counselor.

## *Air traffic controllers return to fleet*

The last contingent of military air traffic controllers returned to military duties following nearly two years of assistance to the Federal Aviation Administration at civilian airports and air traffic control facilities. During that period which began in August 1981, the military controllers played a key role, working side by side with non-striking controllers and supervisors, in maintaining safe travel by air through an effective air traffic control system.

At the height of the deployment, 868 military controllers from the Navy, Marine Corps, Army and Air Force were assigned to 65 locations. The military augmentees worked with the civilian controllers and Federal Aviation Administration supervisors in airport control towers and radar ap-

proach control facilities. During the two years of deployment, 1,024 individual military air traffic controllers, including 164 Navy and Marine Corps controllers, were assigned to support the nation's air transportation system.

The military controllers earned the respect of Federal Aviation Administration controllers and supervisors for their job performance. Chester Anderson, tower manager at Chicago's O'Hare Airport, said the military controllers assigned to him "fit in perfectly" and he was "proud to have had them in my crew." FAA administrator, J. Lynn Helms, said, "I can't say enough about the performance of the military controllers as a group...we received the benefit of their capability and performance."



## *Establishing a safe physical fitness program*

Poorly planned personal physical fitness programs can result in personal injuries. This is especially true of individuals who do not routinely exercise and are out of shape. You can realize the benefits of a physical fitness program by taking a few simple precautions.

Individuals who have been physically inactive or have a known health condition should start their physical fitness program with an examination by a physician. When beginning physical training, a consistent exercise program performed a minimum of four times weekly over the course of at least five weeks is necessary to develop a good foundation for continued activity. Once you have reached a satisfactory level of fitness, three days of exercise per week should maintain that level. Each training period should be preceded by a warm-up, including pre-stretching exercises and calisthenics, and when practical, each workout should be followed by a post-exercise, cool-down period.

During periods of high heat and humidity, you should take special precautions. Limit periods of exertion to cooler, less humid periods of the day and shorten the period of exercise. Increase your intake of fluids to compensate for increased perspiration.

The old adage "no pain-no gain" can lead to trouble. Symptoms of pain and fatigue are indicators that the body is not ready to be stressed further. An important precaution is to alternate hard and easy workout days. If you stop exercising for a period of time, do not attempt to resume at the previous level of activity but return to a comfortable level of exercise and work back to the previous capacity.

The key to physical readiness is a consistent program. A year-round program is necessary to afford the benefits of weight loss, increased energy, enhanced immunity to disease and injury, and an improved psychological sense of well-being.

## *New York City selected as future home port*

Secretary of the Navy John F. Lehman Jr. announced the selection of New York City's Stapleton area of Staten Island as the "preferred alternative" home port for a naval surface action group to include a battleship and four other combatants plus two Naval Reserve frigates. The secretary made the announcement during remarks July 29 before the Association for a Better New York at the Intrepid Museum.

The next step in the homeporting process will be the filing of a draft environmental impact statement by the Navy under the provisions of the National Environmental Policy Act. The environmental impact process, which will take about 12 months, must be completed before a final decision can be made on the home port site.

The announcement of the site selection ends a five-month study of six Northeast home port sites including three sites in the New York City/New Jersey harbor area, one in Boston and two in the Rhode Island/Narragansett Bay area.

The arrival of the task force is expected to bring 3,600 military billets to the New York City area with an annual payroll of approximately \$72 million. The homeporting move will create 300 to 400 civilian jobs in direct support of the naval shore activity.

In addition, Lehman announced that two Naval Reserve frigates will be homeported in Boston, and the Navy plans to homeport additional ships in Newport, R.I.

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# The Navy Remembers

*Marking the Navy's 207th birthday on Oct. 13, 1982, All Hands began a yearlong series highlighting selected events important in Navy history. In this issue, we look at some significant September events.*

Japan's formal surrender aboard the battleship USS *Missouri* (BB 63), ending World War II in the Pacific, marks this month's most memorable date. General of the Army Douglas MacArthur and Fleet Admiral Chester Nimitz, along with high level representatives of the Allies, witnessed Mamoru Shigemitsu's signature—on behalf of the emperor—accepting unconditional surrender at 9:04 a.m. on Sept. 2, 1945, in Tokyo Bay. The U.S. Navy suffered more than 100,000 casualties during almost four years of fighting in World War II.

On Sept. 5, 1776, the Navy adopted its first standardized uniforms.

The first American submarine attack was attempted by David Bushnell's *Turtle* against the British on Sept. 7, 1776.

Captain John Paul Jones, on Sept. 23, 1779, in *Bonhomme Richard*, captured British *Serapis* in the most memorable sea engagement of the Revolutionary War.

Sept. 7, 1797, marked the launching of the U.S. frigate, *Constellation*, in Baltimore, Md. The famous battleship, *Maine*, was commissioned on the 17th in 1895.

The Naval War College opened its doors on Sept. 3, 1885, in Newport, R.I.

On Sept. 21, 1956, an F11F-1 *Tiger* shot itself down over Long Island,

N.Y., by catching up with and flying into 20mm shells it had just test fired.

## First Nuclear Submarine

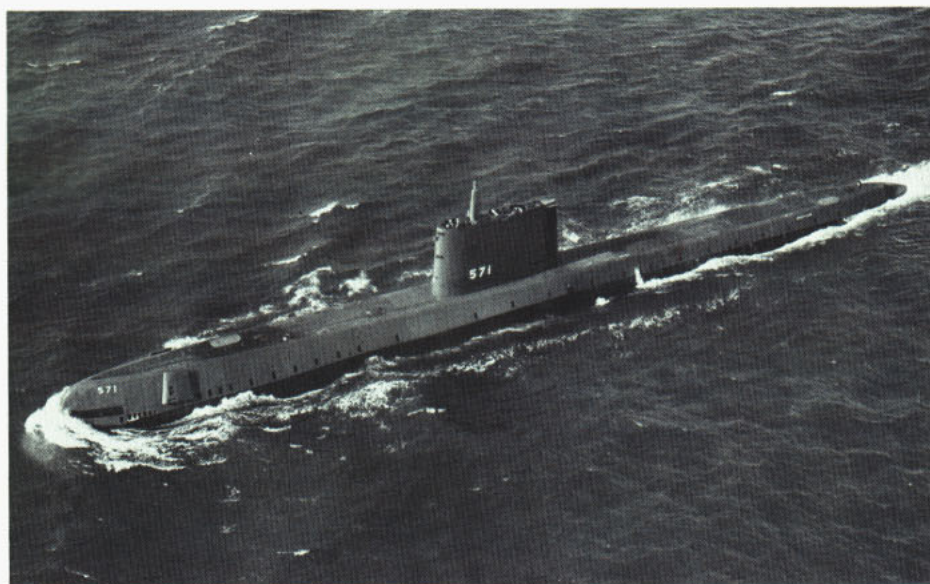
The age of nuclear propulsion began with the commissioning of USS *Nautilus* (SSN 571) on Sept. 30, 1954.

The eyes of the world watched as *Nautilus* departed Groton, Conn., for sea trials. In an age when submarines ran on diesel fuel and storage batteries, *Nautilus* was a technical wonder.

*Nautilus* had astounding capabilities. From deep below the ocean's surface, it could track, shoot and speed away from a ship without ever coming into range of an air or surface attack.

*Nautilus* was roomy and comfortable for a submarine; it had the best-trained submariners in the world.

Following sea trials, *Nautilus* headed south to San Juan, Puerto Rico—traveling 1,381 miles in 89.8 hours—the longest submerged passage in the fastest time recorded until that time. "The *Nautilus* is not merely an improved submarine," said Admiral Hyman G. Rickover, the man chiefly responsible for the ship's creation, "she is the most potent and deadly submarine afloat. She is, in fact, a new weapon. Her impact on naval tactics and strategy may well approach that of the airplane."





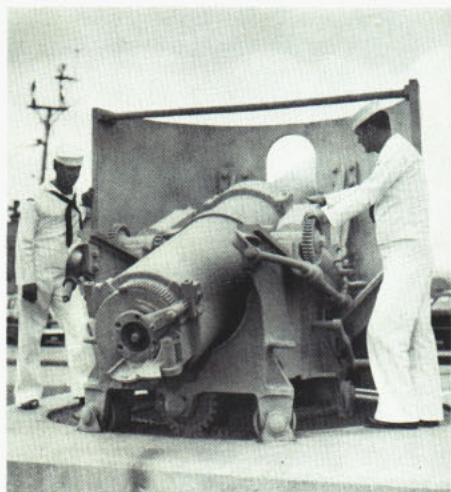
## The First Maine

The first U.S. battleship to bear the name *Maine* was commissioned on Sept. 17, 1895. *Maine* displaced 6,682 tons, was 324 feet long, 57 feet wide and reached a top trial speed of 16½ knots.

The battlewagon was equipped with 12-inch-thick side armor and had four 10-inch guns, six 6-inch guns, seven 6-pounders, eight 1-pounders and four torpedo tubes. Described as sea-going coast defense, *Maine* was both an offensive and a defensive ship.

*Maine's* crew totaled more than 350. In late 1897, the ship put to sea for Havana, Cuba. Joined by ships of the North Atlantic Squadron on maneuvers, *Maine* arrived on Jan. 25 and anchored in the harbor.

Three weeks later, with tight security precautions and no liberty, the battleship was destroyed by a mysterious explosion. More than 250 officers and men on board were dead or missing. Cause for the explosion was never proven. The incident was a direct cause of the Spanish-American War.

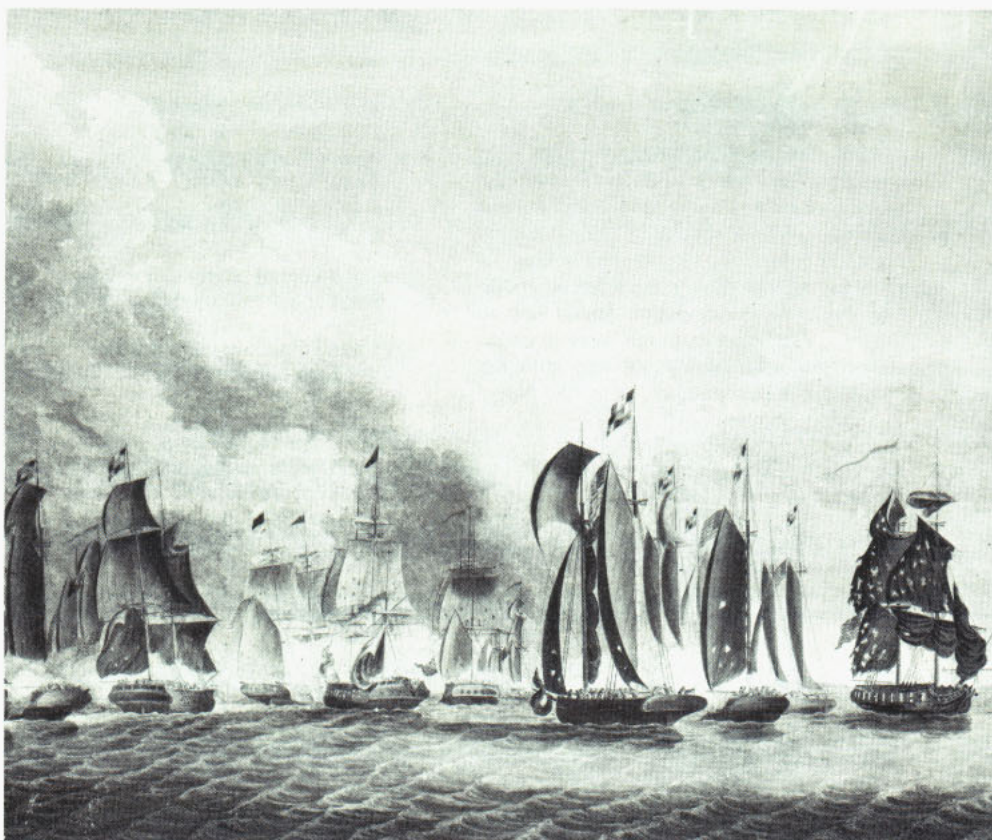


One of the guns recovered from *Maine*.

Congress authorized the raising of *Maine* in August 1910, and its hulk was finally floated by the Army Corps of Engineers in February 1912. *Maine* was towed out into the Gulf of Mexico and sunk in deep water with proper military honors on March 16, 1912.

## First Enlisted Uniforms

The first regulations for enlisted



men's uniforms were issued in September 1817. According to descriptions of enlisted uniforms worn by the crews of the frigates *United States* and *Macedonian* in 1813, the sailors were clothed in "glazed canvas hats with stiff brims, decked with streamers of ribbon, blue jackets buttoned loosely over waistcoats, and blue trousers with bell bottoms." The 1817 regulations dictated:

- Summer: white duck jacket, trousers and vest,
- Winter: blue jacket and trousers, red vest, yellow buttons and black hat.

Sailor's bell-bottomed trousers were worn large at the bottom in order to roll up easily above the knees for scrubbing decks. They were also practical when seamen landed small boats in shallow water.

## Battle of Lake Erie

The Battle of Lake Erie took place on Sept. 10, 1813. It was a significant American naval victory that directly affected the course of the War of 1812.

The Battle of Lake Erie was made famous by Oliver Hazard Perry's historic written words following the Brit-

ish surrender, "We have met the enemy and they are ours. Two ships, two brigs, one schooner, and one sloop."

Early in 1813, with attention focused on the Great Lakes, Perry, the master commandant, took command of the squadron on Lake Erie. Using a sand bar as protection from British attack, his command built two 20-gun brigs, *Lawrence* and *Niagara*, and three small schooners. He also had a smaller brig captured from the British, and three merchant ships which had been purchased and converted to war vessels.

Using these ships, Perry engaged the British fleet at the western end of the lake. Perry's flagship, *Lawrence*, flew a banner with James Lawrence's dying words, "Don't Give Up The Ship." After heavy fighting at close range, *Lawrence* was disabled and Perry transferred by small boat to *Niagara*, which was still in good shape.

Perry drove *Niagara* into the enemy line and the British, unprepared for a fresh onslaught, were forced to surrender. The victory gave America complete command of Lake Erie.

—By JO2 Russell Coons



# Mail Buoy

## Editor's Note

*Those who wear the uniform of the U.S. Navy often experience a sense of loneliness and loss when they leave family and friends to take up a life of service to their country. Those left behind may experience a sense of loss at seeing the family member or friend leave. In the following poem, Sheila Siebold of Roann, Ind., expresses her feelings about the personal relationship she had with her sister, now a member of the U.S. Navy.*

### Sister

It seems like only yesterday  
I was walking up the lane.  
I had just gotten off the school bus,  
and here a little girl came;  
Running just as fast as she could  
arms stretched wide as can be;  
Wide enough to encompass the world...  
But it was just for me.

And, oh my! what a playmate  
That this little girl made.  
We'd play "restaurant" and make mud pies,  
even a "teeny bopper" play.  
I'd ride her on the handle bars  
of my rickety old bike.  
We'd have picnics in the field,  
and sing songs into a mop handle mike.

I remember the times we'd play in the sand  
and play house in the barn and the shed.  
And we'd get in trouble for giggling at night  
and wiggling around in our bed.  
God, how I loved that little girl  
but it seemed that all too soon;  
she started changing somehow,  
she began to bloom.

That little girl was taken from me.  
It happened all too fast.  
And a big girl stood in place of her,  
growing up at last.  
I wasn't disappointed, though,  
not like I thought I'd be.  
She'd become more than a playmate.  
She was a friend to me.

I wanted her to stay like that  
and never change again.  
She was the perfect playmate  
Then became the perfect friend.  
She'd ask me for advice sometimes,  
which made me feel so good.  
'I love you's' weren't important...  
Just always understood.

And when we got to high school,  
That grown-up girl and I;  
We'd grown even closer.  
The time just seemed to fly.  
Our futures were uncertain,  
what was our destiny?  
I didn't worry, not at all—  
I knew she'd be with me.

That girl had grown up by my side,  
so I'd assumed that we  
were never to be parted...  
But this was not to be.  
Mother Nature called once again,  
and this, the final door;  
She passed through into womanhood—  
not a big girl anymore.

A woman had emerged  
from this girl that I once knew.  
She had made a decision for herself,  
and I had made one, too.

As for me, well I was married;  
and had a family of my own.  
She chose to serve her country;  
to move away from home.

It was very hard for us,  
that day we said goodbye.  
But I knew she had to go away.  
She knew she had to try.  
And I'm so pleased she made it;  
That she found her slice of life;  
That she's happy in the Navy,  
and I'm happy as a wife.

But sometimes when I think of her,  
It all comes back the same.  
I see that little girl once more,  
running down the lane.  
Sometimes I see the woman,  
that I know she is today;  
but it's the little girl who needed me,  
and I just can't turn away.

Please don't deny me the privilege,  
and the joy to reminisce...  
cause you're not that little girl anymore,  
and this is what I miss.  
I love you more than ever, now  
so don't misunderstand.  
Just once in a while, I miss those times  
when we'd walk hand in hand.

May God go with you, sister,  
and no matter what you do  
I hope that you will always know  
That my arms encompass you.  
And they hold you tight and love you,  
just the way that you did me.  
And I'll keep you, sister, in my heart...  
through all eternity.

## It's just not worth it

SIR: Something has happened to me recently that I would like to share. I am stationed aboard an LST and not too long ago we had a random urinalysis. Guess whose name came up? Mine. And guess who got caught? I did.

You know, it's just not worth it. I got busted down a paygrade, 45 days restriction and a fine of \$250 a month for two months. Ouch!!

I always thought that the Navy couldn't catch me smoking pot, but I was wrong. It's just not worth it. I am a very long way into a good Navy career, and I almost ended it by doing something stupid. I just want to share with the rest of the Navy one thing: If you have worked hard to get where you want (like I did) then don't let it get taken away (like I did) by doing drugs. It's just not worth it.

I'd rather you not use my name—just sign me—an E-5, formerly an E-6.

## Reunions

• **USS Grayson (DD 435)**—Reunion October 1983, Kansas City, Kan. Contact Don Rasmussen, 560 22nd St. N.E., Salem, Ore. 97301; telephone (503) 362-5614.

• **USS Osterhaus (DF 164)**—Reunion Oct. 1-2, 1983, Oxford, N.J. Contact Russell Alpaugh, Box 527, Route 1, Oxford, N.J. 07863; telephone (201) 689-3466.

• **USS Montpelier (CL 57)**—Reunion Oct. 1-2, 1983, for World War II crew members. Contact E.J. Ireland, 7633 Hillshire Court, Saginaw, Mich. 48603.

• **USS Wharton (AP 7)**—Reunion Oct. 5-8, 1983, Nashville, Tenn. Contact George H. Howlett, 110 Central Ave., Malden, Mass. 02148.

• **Naval Mine Warfare Association**—Reunion Oct. 6-9, 1983, Colorado Springs, Colo. Contact H.H. Stettler, 3604 Greenleaf Drive, Santa Rosa, Calif. 95401; telephone (707) 545-8626.

• **USS Yorktown (CV 10)**—36th annual reunion Oct. 6-9, 1983, Charleston, S.C., for all crew members who served from 1943-1970. Contact Joe Sharkey, USS Yorktown CV 10 Association, PO Box 1021, Mt. Pleasant, S.C. 29464.

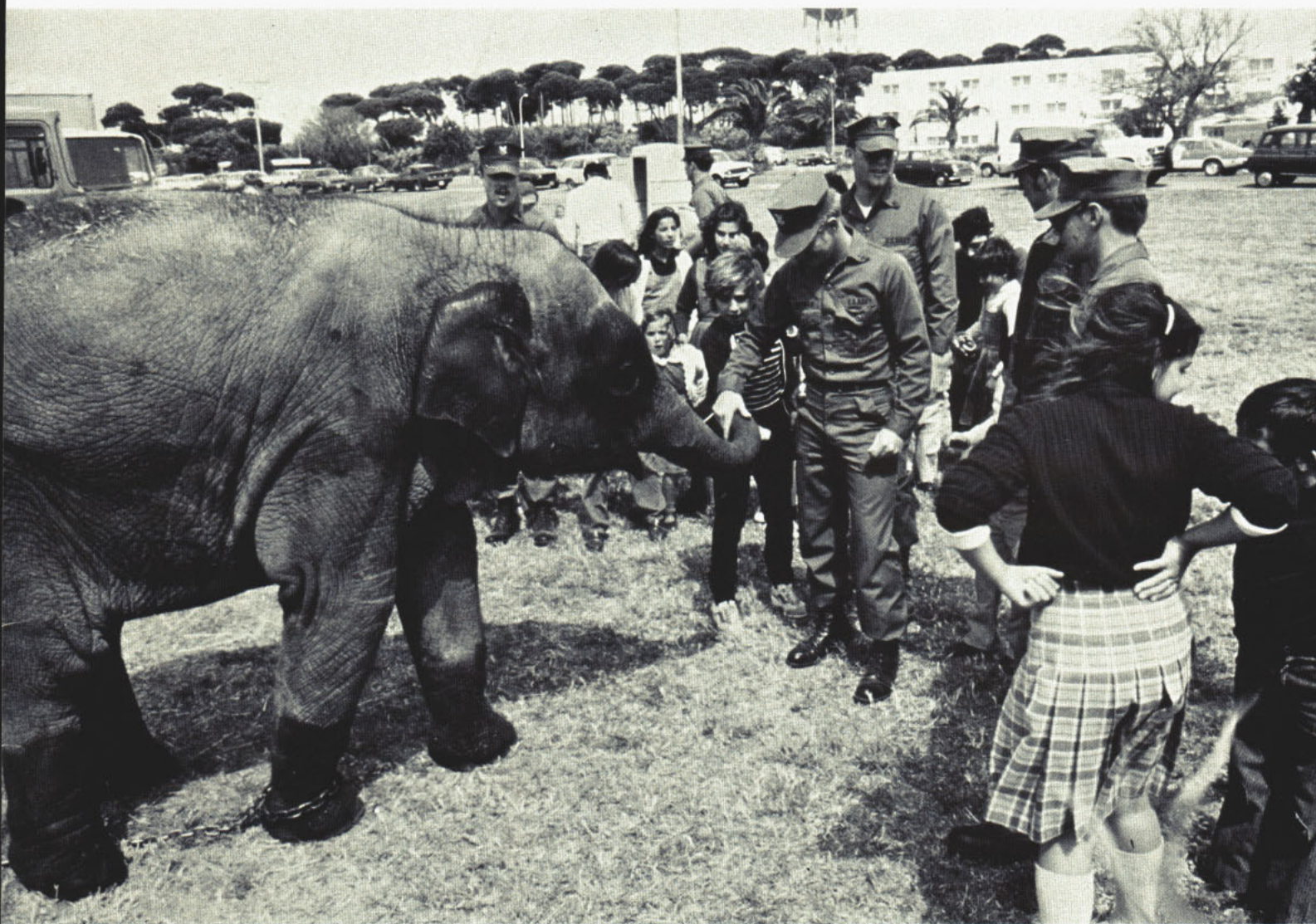
• **USS Coral Sea (CVA 43)**—Fifth annual reunion Oct. 7-9, 1983, Portsmouth, Va. Contact Sal Avellino, 45-11 Arcadia Lane, Great Neck, N.Y. 11020; telephone (516) 466-9088.

• **USS LST 325**—Reunion Oct. 7-9, 1983, Hasbrouck Heights, N.J. Contact Dick Scacchetti, 6 Nutting Place, West Caldwell, N.J. 07006; telephone (201) 226-4465.

• **Marine Corps Aviation Association**—Reunion Oct. 13-16, 1983, San Diego. Contact MCAA, PO Box 296, Quantico, Va. 22134.

• **USS Washington (BB 56)**—Reunion Oct. 13-16, 1983, San Mateo, Calif. Contact John A. Brown, PO Box 13047, Columbus, Ohio 43213; telephone (614) 237-6775.





*A friendly elephant greets EA2 Mike Kauffman of Naval Mobile Construction Battalion Three as Seabees and their guests—80 orphans from the local area—await the start of Circo (Circus) Kron de Alamania at the battalion's recent benefit for Naval Station Rota's David Glasgow Farragut High School Scholarship Fund. Looking on are (l-r): SW2 Brent Kerns (behind elephant), SW3 Sam White, EOCN Don Turner and EO3 Ron King. Photo by PH1 Donald N. Landolt.*





**Guantanamo's Defenders • See page 20**